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PRINCIPAL CONTENTS.

Education of Engineers.....	1285
Boston, Hoosac Tunnel and Western Railway.....	1286
Progress of Railroad Construction.....	1286
Lowell and Lawrence Railroad.....	1286
Machinery and Mining.....	1286
Billericia and Bedford Railroad.....	1287
Erie Railway.....	1287
New York and New England Railroad.....	1287
Northern Pacific Railroad.....	1312, 1287
Steel Tired Railroad Car Wheels.....	1289
Military Railway Building.....	1289
Canada Southern Railroad.....	1289
Southern Pacific Railroad.....	1311, 1289
Atlantic, Mississippi and Ohio Railroad.....	1289
Railroad and Canal Dividend Statement.....	1290
Railroad Earnings.....	1291
Federal and State Securities.....	1292
Railroad Bond and Share Lists.....	1293, 1302
Financial and Commercial Affairs.....	1309
Louisville and Nashville Railroad.....	1311
Atchison, Topeka and Santa Fe Railroad.....	1311
Imports of Dry Goods at New York.....	1312
Russian Railways.....	1313
The Coal Trade.....	1316

American Railroad Journal.

New York, Saturday, October 13, 1877.

Education of Engineers.

No one can look back to the state of civil and mechanical engineering fifty years ago, and compare it with the present state, without perceiving a great and encouraging progress; yet at the same time the comparison will force the conviction that this progress is but a beginning, and that another age is required to bring it to what it should be; and many ages will be required, if we flatter ourselves that we have got beyond the need of improvement, and fail to criticise our works with honest rigor.

Fifty years ago the leading mechanical engineers passed from common schools into blacksmiths' shops, as apprentices, at the age of fourteen and worked up to be foremen and proprietors. Some of them had not even the benefit of common schools; and could not

write or speak grammatically, or "cipher" beyond the rule of three, or even so far. As for ability to calculate the strains on the parts of a bridge or machine, and provide for them by exactly sufficient strength, they ridiculed the idea of such operations; and held that "one practical man, by his eye, could tell better than a dozen theorists how much stuff to put into a beam, or column, or shaft, or connecting rod, or any other part." Their work was laid out by the judgment of mere sense, aided by recollection of other work of the kind; they moved their thumbs along their measuring rules, and when they judged that they had settled upon about the right length, they looked at the figures, and took the nearest $\frac{1}{4}$ inch to the mark thus found. And this they did throughout their lives.

But as machine tools came into use, and new fashioned works had to be executed, some of great magnitude, there was a demand for "calculations;" and mathematicians were called upon as assistants. Also the assistance of draughtsmen was recognized as necessary; and in time it was discovered, or at least suspected, that the head-work of engineering was the main part of it; and that those who began by a study of mathematics and physics were better directors of work than those who began as apprentices in shops. In some cases those who began as apprentices afterwards went through proper courses in colleges and engineering schools; but these cases have been unfrequent, and it is doubted whether the apprenticeship before a good groundwork of theory is of nearly so much use as after it. To a mere workman the apprenticeship first is best, since he is to be a good fitter and accurate and expeditious in execution, and to devote his intellectual faculties to excellences of execution; but to a designer of work the first consideration is fitness of adaptation, and the next is strength with economy.

We have in this country academies, colleges, universities, public schools, besides institutes

of technology, polytechnic schools and institutes where both the theory and practice of engineering can be studied, therefore there are facilities open to all for acquiring education. Institutes like the Massachusetts Institute of Technology, Columbia College, the Worcester Technical and Stevens Institutes offer unprecedented facilities and advantages for studying engineering and the sciences in a thorough manner. The advantages thus available to students have never been surpassed, they are a great advance in the means for acquiring a practical education in civil and mechanical engineering. But we need many more such Institutes as the Worcester Technical Institute where the students graduate if they choose from the machine shop, and where drawing, mathematics and practical workmanship in pattern making and the construction of machinery, civil engineering, surveying, etc., are taught by competent and practical instructors. We need evening schools for instruction in practical science in all our cities and manufacturing districts, and we feel confident that if properly managed our young mechanics and engineers would appreciate them.

In a social sense, it will not be questioned that the men who begin by a good education will have an advantage over those who do not possess one. The "learned professions" are esteemed not so much for their profits, which are frequently less than those attainable in trades, as for the mental condition usually found in them. A few great fortunes may be made in them; but so it is in engineering: the man who directs the construction of a railroad and its equipment at a cost of forty millions may, by his superior learning and talent, save a large percentage which an ignorant practitioner of equal genius, or natural capacity, might waste by his insecure foundations, his provisional plans, his overloaded structures, and his break-downs. A great work that involves immense outlay at first, and yearly outlay for maintenance, may be made one per cent more

profitable by the best engineer than by the second best; and out of this one per cent a liberal amount may be paid for his superior abilities. And this principle applies in every workshop in which there is or should be some effort to keep up with the growth of the world. Now the meaning of education is, that what all the best men have done before us should be known and compared, prevent us from beginning behind the age, and help us to make further progress. In the education of engineers, it is necessary for success that theory and practice should both receive their share of study and attention. The mere theorist is scarcely as valuable in the promotion of progressive engineering science as the illiterate but expert practitioner.

Boston, Hoosac Tunnel and Western Railway.

An organization of this company having been effected under the general laws of New York, and their plans and location having been filed, the directors held a meeting at Troy on the 2d inst. for the purpose of organization, and to authorize the immediate commencement of work under the charter. Hon. John B. Alley presided at the meeting and Mr. A. A. Gaddis was Secretary.

The officers chosen are: Gen. William L. Burt, President; Hon. John B. Alley, Vice President; Dr. Estes Howe, Treasurer; Theodore Voorhees, Secretary, and F. M. Jones of New York, Chief Engineer. Messrs. Burt, Alley and F. L. Ames were constituted the Executive Committee.

The Executive Committee were instructed to commence at once the construction of a line from Mechanicsville to Eagle Bridge, a distance of 22 miles, about 12 miles of which are already graded, being a portion of the old Albany and Vermont road-bed. There will be no grade on the route of over 26 feet to the mile. They were also directed to construct an iron bridge across the Hudson river at Mechanicsville, and the road is to be laid with steel rails. They were also authorized to make connections for the purpose of traffic with the Delaware and Hudson, Erie, Fitchburg, Boston, Barre and Gardner, and Boston, Clinton and Fitchburg railroads.

The Delaware and Hudson Company will at once construct a line from Mechanicsville to Schenectady, a distance of about fifteen miles, which will require the actual construction, however, of only about seven miles of road. The Erie Railway Company will also at once lay its third rail between Waverly and Binghamton, making standard gauge from Buffalo to Boston over this route. It is the hope of the Directors to complete this line by the 1st of January next. A conference is to be held with the manager of the Troy and Boston Railroad relative to the use of a portion of that road in the line. If this cannot be effected it is proposed to build a new track from Eagle Bridge to connect with State road at the Mas-

sachusetts line, a distance of about sixteen miles. The Directors speak in the most confident terms of the success of the enterprise.

Progress of Railroad Construction.

Mr. B. J. McGRANN, the contractor for the construction of the Pittsburgh and Lake Erie Railroad, announces that the profiles, plans, &c., are now on exhibition at Rochester, Penn., and will remain open for the benefit of sub-contractors until the 16th inst.

The contractors of the Pittsburgh, Wheeling and Kentucky Railroad expect soon to have the ties and rails laid to Wellsburg. They are now erecting trestle work, for a distance of about one hundred yards, at Cross creek bridge. This will be the only trestle work along the line.

Twenty-two miles of track have now been laid on the Waynesburg and Washington Narrow Gauge Railroad, leaving six miles yet to be laid.

It is stated that the Nashua and Peterboro' Railroad is to be immediately extended from its present terminus at Greenfield to Bennington, Vt., there to make connection with the Hillsboro' route now building.

The tracklayers on the Seloto Valley Railroad had reached Waverly, Ohio, on the 8th inst.

The Lehigh and Lackawanna Railroad will be extended to Wind Gap, Pa., ten miles from its present terminus.

The first sod on the Nictaux and Atlantic Railway was turned, at Bridgewater, N. S., on the 5th inst.

The latest railroad project in Vermont is the Hardwick and Marshfield Railroad—to connect the Montpelier and Wells River and Portland and Ogdensburg railroads at the first named village.

A Boston capitalist is to build a railroad from Guaymas to Hermosillo as soon as the Mexican Congress approves the concession granted by President Diaz.

Prodigious quantities of railway ties are piled up at Wilmington, Cal., to be used in the extension of the Southern Pacific Railroad through Arizona.

The Akron and Ogden furnaces will be put in blast on the first of November, at which time the Monday Creek branch of the Columbus and Hocking valley will be ready for operations.

Lowell and Lawrence Railroad.

A special meeting of the stockholders of the Lowell and Lawrence Railroad Company was held in Lowell, Mass., on the 5th inst. W. E. Livingstone presided. F. H. Nourse, clerk, read the proposed lease of the road to the Boston and Lowell Railroad Co., which is to take effect at the expiration of the present lease, October 1, 1878, and run 25 years for the consideration of five per cent. interest on the stock, six per cent. interest on all debts and bonds and one per cent. additional from earnings as a sinking fund to liquidate the bonds. H. Hosford, Manager of the Boston and Lowell Railroad and Director in the Lowell and Lawrence, made explanations. Col. John H. George moved that the lease be ratified and confirmed. A stock vote was taken when 1225 votes representing 1688 shares were declared in favor, being all that were cast. The following votes offered by Col. George were similarly adopted: 1st, that the bonds authorized to be issued by vote of

the stockholders at the annual meeting, held Jan. 1, 1877, be mortgage bonds, and that the directors be authorized to execute a mortgage of the franchise and property of this corporation such persons as trustees as the directors shall by vote determine upon for the purpose of securing the payment of said bonds and all existing debts and liabilities of this corporation. Second, that the directors be authorized to purchase of the Essex company such lands in Lawrence as they deem necessary for terminal facilities and execute a mortgage as security for the purchase money in whole or part. It was stated by Mr. Hosford that this land could be bought on terms of one-quarter cash, balance on mortgage at 6 per cent. The bonds referred to in the first motion are for the sum of \$200,000 to extend the line in Lawrence.

Machinery and Mining.

The cars recently constructed at the Ranlet Factory at Laconia, N. H., for the Billerica and Bedford (Mass.) Narrow Gauge Railroad are five in number, and comprise one passenger, one baggage and two observation cars, and one passenger car with a baggage compartment. They are equipped with Air Brakes and the Miller Platform and Buffer. The observation cars are similar to the open horse cars in ordinary use on our street railroads. The passenger cars will accommodate 80 persons. The seats, holding one passenger each, are arranged as in ordinary cars. The passenger car is 40 feet in length, weighs $4\frac{1}{2}$ tons, and cost \$2,000. The whole number of cars belonging to the road is 11. The engines, two in number, weigh 12 tons each.

The Brooks Locomotive Works, Dunkirk, N. Y., have sold to the Chicago, Milwaukee and St. Paul Railway Company two 16×24 and two 17×24 locomotives.

The Portland Company have been at work changing the gauge of the engine for the five railroads in that section which have just been reduced from the broad to the standard gauge. They now employ about 300 hands.

The Pittsburgh Locomotive Works is turning out two oil engines per day, giving employment in this and the locomotive department to two hundred men.

Two noiseless street locomotives have been placed upon the Fort Point branch of the Sutter Street (San Francisco) Railroad.

The Sacramento Record-Union says that the machinery at the railroad shops has had another novelty added to it in S. G. Reed's patent tire-heater. Instead of having to build a bonfire around locomotive driving wheels, to expand the tire in order to release it, they now bring this machine—a circle of gas jets, fifty-six in number, arranged to fit tires of any size—to the driving wheel, light the gas, and it does the job without further trouble.

One of the largest manufacturing firms in Worcester, Mass., which six months ago had no trade with the Southern States, now reports its best trade and promptest payments from that section.

Only six mines on Comstock lode are now yielding ore: they are the Ophir, California, Consolidated Virginia, Chollar, Belcher and Justice, and their aggregate weekly yield is 12,000 tons.

The Kittanning Coal Company, of Pennsylvania,

is arranging to ship to South America direct, via the Ohio and Mississippi rivers. It is thought it can be done at a profit.

The shipments of coal from Cumberland, Md., for the week ended September 29, amounted to 43,227 tons. Total shipments for the year 1,105,691 tons.

Twenty-seven gold and silver mines in Nevada, California, Utah and Arizona have yielded for the month of August \$4,377,100. The aggregate yield by the same mines (from fifteen mines in January to twenty-nine in August) for the eight months ending with 31st August was \$30,251,300.

Billerica and Bedford Railroad.

At a meeting of the stockholders of the Billerica and Bedford (narrow gauge) Railroad Company, held at Billerica, Mass., on the 4th inst., the Treasurer, Wm. A. Hayes, reported that \$39,750 of the \$50,000 capital stock subscribed had been paid in, leaving \$10,250 still due. The unpaid bills amounted to \$15,040 99. The engineer, H. W. Blaisdell, stated that some four and a half miles of the line were wholly or partially graded, and that in his opinion it would require some \$2500 more to complete the line. This together with some land damages, etc., left an amount to be provided for of some \$19,540; and only about \$10,000, represented by unpaid subscriptions, to meet it. George E. Mansfield, the projector of the road, and present manager, said the materials for the road had cost less than the estimates, but the construction was more expensive than was expected, so that the cost of the road will be \$60,000 instead of \$50,000. After discussion it was voted to issue mortgage bonds (in denominations of \$100, \$500, and \$1000) to the extent of \$20,000, if required, on which not more than six per cent interest is to be paid.

Erie Railway.

The earnings of the Erie Railway Company for the month of July, 1877, were \$1,041,205, the expenses \$869,888, and the net earnings \$171,317; for the month of July, 1876, the earnings were \$1,192,980, the expenses \$888,519, and the net earnings \$304,461—showing a decrease in gross earnings of \$151,775, a decrease in expenses of \$18,681, and a decrease in net earnings of \$133,144. The net earnings for the ten months past of the financial year exceed those of the same period in the former year by \$388,943. The traffic for July of the present year was interrupted by strikes.

New York and New England Railroad.

It is understood that the New York and New England Railroad Company made a proposition to the Legislative Committee to consider what disposition should be made of the State property in that road to the effect that the State should loan \$6,000,000, the Company giving as security \$9,000,000 of the \$10,000,000 bottom mortgage bonds, and also agree to pay 5 per cent. interest on the \$6,000,000 to be loaned, and 5 per cent. interest on \$3,600,000—the amount originally loaned to the Company by the State. For this latter amount the State took Berdell bonds. These bonds have since been converted into stock, and the pledge to pay the interest on this amount—which, of course, the company is not bound to pay until the full interest on the bonds is paid—was the inducement held out to the committee to recom-

mend the loan. The interest on these two sums at 5 per cent. would amount to \$480,000 per year. The Railroad Commissioners, in their report upon this subject last winter, stated that the net income of the road was about \$100,000 yearly. This income, it was supposed, would be increased when the company should purchase the Hartford, Providence and Fishkill Road, which they proposed to do with a part of this loan; and they proposed, also, to finish the road to the Hudson river. It seems, however, that the committee distrusted the capacity of the road to earn money enough to pay the interest. At any rate, whatever their reasons were, they have notified the company that they cannot recommend the proposed loan.

Northern Pacific Railroad.

To the Stockholders of the Northern Pacific Railroad Company:

The directors submit the following report of the condition of the company and the results of its management during the year ending September 1, 1877.

A full history of the reorganization of the company was contained in the report of last year, a large edition of which was published and distributed among the stockholders. As reference may be had to that report for general information upon the foreclosure of the mortgage, and the steps by which the bondholders have come into possession, and of the general description and value of the property, this report will be confined mainly to the business and operations of the year:

OPERATIVE DEPARTMENT.

The road has been worked, during the past year, with marked success. Entire harmony has prevailed between the officers and employees of the company, and we have been happily exempt from the strikes and labor troubles that so many roads have experienced in the past season. The promise of increased business, which was indicated in the last report, has been realized, and we are enabled to make a very favorable exhibit of net results.

The gross earnings of the year are \$965,823 87, and the expenses, \$578,124 90, leaving a net balance of \$387,698 47, or an increase of nearly 25 per cent. over last year.

Liberal outlays have been made to maintain the road and its equipment in first class condition, and the cost is included in the expense account above reported. The extra outlays of the year, for new ties, over and above the estimated average, per annum, have been about \$25,000. This, and other expenditures from earnings, made necessary to meet the growing business, would fairly swell the net income to about \$450,000.

It is believed that the road and its rolling stock bears favorable comparison with any other railroad west of Chicago.

Owing to the kind of wood originally used, and its simultaneous decay, more than an average number of new ties were required this season. About 250,000 have been laid during the past summer on the Eastern division. Better kinds of timber are now used, and it is expected that the new ties will wear at least two years longer than the old ones have done.

Extensive repairs and renewals have also been made on the bridges, it being the policy of the management to endeavor to maintain a perfectly safe and first-class road in every respect.

In the last report reference was made to the intention of the board to complete the snow fencing and other protection for the Dakota division, so as to comply with the request of the War Department, and keep the division open during the winter. It had previously been operated only in summer, because the amount of winter traffic did not warrant the required expenditure for protection.

We are gratified to be able to report that the traffic upon it paid running expenses during the

winter, and, notwithstanding the occurrence of snow storms of unprecedented severity, our trains were delayed less than those of the New York Central road.

The sources of business from which the income of the Minnesota and Dakota divisions is derived continue to develop in a healthy manner, and our relations to connecting parties are well established.

A fleet of more than thirty steamboats has occupied the upper Missouri and Yellowstone rivers during the summer, connecting our Bismark terminus with Montana, and with the military and trading posts and the mining developments through that vast and attractive territory. Large quantities of merchandise and supplies are sent up these rivers, and, in return, furs and the products of the mines are brought down for shipment to the eastern states. The passenger traffic of the boats has also been large.

Bismark is within two hundred miles of Deadwood, the principal centre of the gold-mining region of the Black Hills. A first-class stage and transportation line has been established between the two places. The prairie road is an excellent one, and the Bismark route is now the favorite between the states and the hills, giving our line an extensive business.

On the Red river of the North, at Moorhead and Fargo, we connect with the growing business of the Canadian province of Manitoba and the large traffic of the Hudson Bay Company. Among other items of transportation, this year, more than three thousand emigrants have passed over our road and settled in the Red river valley.

The local growth and settlement on and adjacent to the line of the road, shows a steady and healthy advance, as detailed under the following heading:

LAND DEPARTMENT.

The land operations of the year are as follows:

Land sales 270,996.60 acres, for	\$1,217,484 49
Deferred payment's on contracts	1,693 89
Interest	296 64
Stumpage sales	11,572 04
Town lot sales	1,804 68

Total. \$1,232,851 74

In payment of the above there has been received:

Preferred stock	\$1,219,062 17
Deferred payment account	33 88
Cash	13,766 24

Total. \$1,232,851 74

The amount of securities of the company retired during the year, by exchange for lands, footed up over \$1,200,000.

The sales of Government lands within the limit of our grant have also been large. During the year ending June 1st, last, 337,000 acres were taken by actual settlers under the Pre-emption, Homestead, and Tree-planting acts, representing an added population of at least 10,000 people on these Government lands alone.

The abundant crops of this season from lands under cultivation on, and adjacent to, the line, have turned the attention of people in every part of the country to our road, and there are indications of an incoming emigration next season that will be much larger than in any previous year. The wheat crop of the year upon the line of the road in Minnesota and Dakota is estimated at 75,000 acres, yielding not less than twenty bushels to the acre, or an aggregate of a million and a half bushels, one-half of which may be expected to go forward this fall. It is also estimated that Manitoba will have a surplus of a quarter of a million of bushels this year to send to Duluth for shipment.

DIRECT CONNECTION WITH ST. PAUL.

Each of the eastern business of the road as is not transported by water to or from Duluth, passes through St. Paul by way of the St. Paul and Duluth (formerly the Lake Superior and Mississippi) Railway. A more direct connection has long been in contemplation, by way of the Mississippi River

valley to Brainerd. The St. Paul and Pacific Railroad Company, first division, have in operation 80 miles on this line, extending up to Sauk Rapids. The remaining 64 miles to Brainerd was principally graded in 1872, when the work was abandoned for the want of means. The distance from St. Paul to Brainerd by this line is 80 miles less than the route via the Duluth road. This saving in distance, for an important portion of the traffic of the road, together with other important considerations, rendered it for the interest of this company that the connection should be made at an early day, and the subject was submitted to your consideration at a special meeting of stockholders, held on the 9th of May last, when it was resolved—

First. That the stockholders deem it to be the interest of this company to promote and secure the building of a line of railroad from Sauk Rapids to Brainerd, a distance of about sixty miles, and approve, ratify, and confirm the action of the president and directors in subscribing to 501 shares of \$100 each, being a majority of the stock of the Western Railroad Company of Minnesota, organized to build said road.

Second. That the directors are authorized, if necessary to secure such construction, to lease said road when completed, at a suitable rental, such as shall cover the interest on the securities issued to construct the same.

In pursuance of this authority the board proceeded to make agreements with the Western Railroad Company to secure the early completion of the road, and such progress has been made that the line will be opened for traffic within a few weeks.

The completion of this line, and of the extension on the Pacific division, adds 95 miles to the road in operation, making 650 miles to be operated by this company this fall.

EXTENSION OF THE ROAD INTO MONTANA.

At the special meeting of stockholders in May last the following preamble and resolution were adopted:

Whereas, It is the opinion of the stockholders that it is desirable to extend the company's line into the territory of Montana without unnecessary delay, therefore,

Resolved, That the directors be instructed to ascertain the cost of constructing the road from Bismark west into Montana territory, and to propose a plan for furnishing means for that purpose, and report the same to the stockholders at a future meeting for their consideration.

The unexpected delays in getting Congressional action upon the bill extending the time for completing the road, and the difficulty of making further explorations in the Sioux country during the past season, have prevented the completion of any plan to report at this time. The hoped-for early passage of our extension bill will afford an opportunity for immediate action, and we trust that it may be in time to secure the cutting of the necessary timber and ties during the coming winter. This proposed extension of the road will reach Bismark, on the Missouri, to the mouth of Glendive's creek, on the Yellowstone river, a distance of 205 miles. It has been surveyed, and was specially reported upon by W. Milnor Roberts, chief engineer, in 1874. He describes it as follows:

MISSOURI DIVISION—TWO HUNDRED AND FIVE MILES.

This passes from the Missouri river up the Sweet Brier branch of the Heart river, thence over the elevated, undulating prairies, on a nearly west course, to the Yellowstone, at the mouth of Glendive's creek, crossing on the route Little Missouri river, the only considerable stream to be crossed. The boundary between Dakota and Montana, longitude 140°, is about 160 miles west of the Missouri river.

The country, of rolling prairie west of the Missouri rises very gradually to the dividing grounds between the waters of the Missouri and the Yellowstone, ascending from 1,640 feet above the sea at the Missouri crossing to 2,800 feet above the sea at the summit, showing an elevation of about 1,100 feet above the Missouri, and about 780 feet

above the Yellowstone at Glendive's creek. The water at the mouth of Glendive's creek is 2,013 feet above the sea.

The work in general on these 205 miles is comparatively light, consisting almost entirely of earth-cuts and fills of moderate depth, excepting one very heavy cut in the vicinity of the crossing of the Little Missouri. There is no bridging of consequence after leaving the valley of Heart river; the streams can be passed with trestles of wood or iron. At some time it will be necessary to bridge the Missouri at Bismark. This will require a structure of magnitude.

The Missouri division is, on the whole, a very favorable line. Twenty-five miles west of the river, on the Sweet Brier branch of Heart river, good coal is found, and thenceforward all the way to the Yellowstone the country may be regarded as a large unexplored coal field, the outcroppings of coal being visible at numerous little tributaries on the route.

Mr. Roberts estimated that it would cost to construct this division at that time, \$5,135,086, or about \$25,000 per mile.

Estimating upon the basis of the present cost of material and labor, his figures might be safely reduced two-fifths, bringing the probable cost of the division down to about \$3,000,000, or about \$15,000 per mile.

PACIFIC DIVISION.

The extension of this division to the Payallup coal fields, as proposed in the last annual report, and as more definitely considered at the special meeting of stockholders in May last, has progressed to near completion. The grading of the entire 81 miles is finished, about one-half the rails are laid, and the balance is now being delivered at the company's wharf at Tacoma. Within the next thirty days the road will be in operation.

Good progress has also been made in opening the mines, and the coal will be in readiness for immediate shipments. The coal proves to be of excellent quality, acknowledged to be superior to any other yet opened on the Pacific slope, is easily worked, and in abundant quantity. A ready and remunerative market is offered for all that can be mined.

The expectations on which this enterprise were based seem likely to be fully realized. A first-class road has been constructed, with no grade against the coal traffic, and at a cost within the original estimates.

The total expenditure to the present time, for the road, equipment, wharves, bunkers, and mining developments, is \$472,081 03. It is estimated that the whole outlay, when completed, will foot up between \$500,000 and \$600,000, or an average of not over \$20,000 per mile of equipped road, including development of mines and constructing wharves, bunkers, &c.

The money for this outlay has been raised as follows:

From the net earnings of the road, about \$300,000, and the balance from temporary loans among the officers and friends of the company.

The enterprise promises such results that it is expected, with some further assistance from the Eastern division, to clear off these loans by net earnings within the coming year.

LAKE PEND D'OREILLE DIVISION.

A rapid agricultural settlement is now being made upon that portion of our unconstructed line, extending eastward from the Columbia river, at or near the confluence of the Snake river, through eastern Washington into Idaho, at Lake Pend D'Oreille, a distance of 200 miles. The high rolling plains of this region have, from the time of their first exploration, been considered wonders of pasture land, but the fact of their possessing also enormous grain-producing capacity has but been determined lately. The large immigration now pouring into the basin of the Columbia is almost exclusively aiming at this locality.

Reliable persons who have visited the region this season bring glowing reports of the heavy crops raised, and the inexhaustible capacity of

the soil. The Rev. G. H. Atkinson, of Portland, in a late communication to the Oregonian, says: The upper country gives signs of becoming a vast area of grain fields. The stock ranges, rich in bunch grass, are fast changing into far richer fields of wheat, which check the hills and valleys like a carpet. It is a marvel that the high hills produce all the cereals as abundantly as the plains. Its solution is due to a two-fold fact. First, the soil of this whole interior of high prairies was once the bed of a system of lakes, as appears from the lectures of Professor Condon, and illustrated by many fossils of lacustrine and tropical life found embedded therein. * * *

These high table lands, under the plow, exhibit the finest tilth, from one to twenty feet or more deep, and alike through the whole mass. Unlike the dark vegetable mold of the Mississippi basin, the soils of this Columbia basin are whiter and more highly charged with the alkalies and fixed acids. Western farmers are astonished that such whitish lands there, and in the Willamette valley, can produce the cereals; but they are more astonished to gather a harvest of 30 or 36 bushels of wheat per acre from these high tracts. It is also a surprise that the berry of all kinds of grain is so plump and large, and that the straw is so tall and strong. The wild rye grass of Yakima valley is like a withe for toughness. The bunch grass on the hill sides bends before the wind and springs back like a bow of steel. The willow and the poplar and other soft woods take on a kind of robust, oaklike strength. * * *

The second fact which solves the problem of reclaiming this interior basin from mere pastures to farm lands, is that the invisible ocean of vapor, constantly borne inward from the Pacific, over these high plains, can be cooled and deposited in the form of dews, mists, and showers, so as to furnish all needed irrigation. The complaint was made for thirty years that they were practically deserts. It is only a few years since the plow has moved up the hillsides. Now fields of wheat, oats, barley, and rye wave luxuriantly by the side of dry bunch tracts, even on the higher ranges.

The plow proves to be the cooler. It opens the light, porous soil to the air, which enters it freely, and parts with its moisture to nourish the plants. The higher the hill the quicker the cooling process occurs in the still air, so that the night dews and mists water the plants there best every evening when the wind dies away.

Some persons have tried to explain the growth of grain on the upper plains by a sort of capillary attraction, drawing up the moisture. But whenever the plow is freely used and the seed planted the growth of grain and vegetables becomes luxuriant. Orchards, groves, and fields increase the cooling surfaces, giving more moisture and more summer showers in all that region that had been rainless. The practical benefit already is a larger variety of productions, and a grand harvest of cereals for home and foreign markets.

It is reasonable to expect a wider area of cultivation every year. The day of doubt is passed. The experiment has been made. The plow, the reaper, and the wagon of this season must be duplicated the next, and so on, while markets demand supplies.

The wheat product of the adjoining Walla Walla valley is this year estimated at not less than a million bushels.

The division, at its western terminus, is 250 miles distant from the Pacific division, now in operation. An effective transportation line, connecting the two, is now maintained by the Oregon Steam Navigation Company, and the mild winters of the country cause but a very short interruption to the navigation of the river. This navigation can be made use of until such time as the circumstances of the company permit them to undertake the construction of the expensive Columbia River division.

In view of the importance of affording facilities for settlement and development of this great wheat field of the Pacific slope, and of reaching the rich mineral regions of Idaho, your board will pro-

sent, at the annual meeting, resolutions authorizing movements for the early construction of that part of the road.

CONGRESSIONAL.

The Congress to meet in extra session in October next will be asked to extend the time for the construction and completion of the road. As you know, the bill introduced into the Forty-fourth Congress, granting eight years of additional time, failed to become a law. This, in brief, is the history of that failure: In the first session of that Congress, and on the 16th day of February, 1876, the bill passed the Senate by a very large majority. It went to the House, and in regular order of business was referred to the Pacific Railroad committee. Congress adjourned its first session before the bill was reported to the House. The business of the second session was embarrassed and delayed in an unprecedented manner by the uncertainty and excitement which succeeded the Presidential election. It was impossible to get your extension bill reported to the House in time to be reached on the calendar of regular business. A decision of the Speaker that under the rules a two-thirds vote was necessary to take it up for final passage, was, in the condition of affairs, fatal. It was late at night of the last day of the session.

The bill, just as it had been passed by the Senate, was reported and moved. There was very little, if any, opposition to it. It asked for nothing but time. It asked for neither money nor bonds. A great majority of the members elected to the House were unquestionably in favor of the bill as a measure of public policy and an act of justice to a vast body of innocent stockholders who had been disabled by the financial panic to complete the road on time. These stockholders, over 10,000 in number, constituted a strong influence in the constituencies of twenty-one states and territories. On the call of the roll 121 members did not answer to their names. They were absent from the House, worn out by protracted sessions and excitement. The bill failed to get the two-thirds vote necessary to take it up, though it received a large majority of the votes of the members present.

At the coming session of Congress this bill will again be introduced and urged. It is so manifestly an act of justice to the thousands of innocent stockholders who have put nearly thirty millions of dollars into this national enterprise, the most of it the earnings of labor and the savings for old age, that we will not doubt that Congress will unhesitatingly pass the bill. The Government, the people's agent, has the greatest interest in its passage. If the Missouri and Yellowstone divisions of the Northern Pacific Railroad had been constructed three years ago, cutting the Indian country from the west bank of the Missouri river to the mouth of Shields river, a distance of only 545 miles, there would have been no wars with the Sioux. The road would have saved the deplorable loss of life and waste of money which have marked our endeavors to utilize that valuable region and make political and commercial connection with Montana Territory. The railroad would have settled the country and made the army unnecessary on its entire line. It would have done for northern Dakota and the Yellowstone valley what the Union Pacific road has done for the region between Missouri and Utah.

The Northern Pacific would have done for the Sioux country west of the Missouri river what it has done for the region east of it. Before the construction of your road 200 miles into Dakota, predatory Indians roamed and hunted all over that distance from the river, and made settlement impossible and navigation of the Missouri perilous. The road in two years rescued 200 miles width of buffalo and Indian range, and established wheat farms on it from which food is now exported to Europe. It is certain that what is known as the Sioux Indian country cannot be permanently pacified except by a railroad. The region, as the breeding nest of unceasing and costly wars, must be occupied by farms and towns. These cannot obtain even a foothold without the help of the

Northern Pacific Railroad. Certainly it would be cheaper for the Government to hold the country between the Missouri and Shields river by building the road at its own expense, than to hold it, and yet not hold it, by military occupation in a line of forts, with the enormous cost of supplies by steamers and wagons.

All of which is respectfully submitted.

By order of the board.

CHARLES B. WRIGHT, President.

New York, No. 23 Fifth avenue, Sept. 26, 1877.

Steel Tired Railroad Car Wheels.

An interesting test by hydraulic pressure was recently made at the Harlem Railroad machine shops, in the presence of a large number of railroad men, upon two of the Alwood steel tire railroad wheels, the peculiarity of which is that the tire is held to its place upon the centre by a packing of hemp, dispensing entirely with bolts or rivets. For the purposes of experiment, a wheel which had run 40,000 miles, the tire of which showed signs of being slightly loose, was first selected. The experiment was to show that although a tire may work loose it cannot come off, the hemp packing interlocking and securing it beyond the possibility of an accident. The pressure being applied, the tire was seen to start at a pressure of three tons. The pressure being increased up to 24½ tons, caused the wrought iron ring, which is simply used to cover the opening through which the packing is inserted to spring off. When the pressure was further carried up to 50 1-5 tons, it caused the tire of move off 2½ inches (about half-way off,) but still left it firmly fixed to the centre. As a second experiment, a wheel was selected which had also run 40,000 miles, in sound condition. To this a pressure of 68½ tons was applied, when the tire showed indications of moving less than one-sixteenth of an inch. It was not thought necessary to carry the experiments any further; the demonstration being perfect that tires secured in this way are safe beyond all contingencies.

A set of these wheels, which have during the past winter and summer run 180,000 miles, under a sleeping car weighing thirty tons, have fully demonstrated what is claimed for this wheel, the perfect fastening of a steel tire to an iron centre, decreasing the noise and jar, and also the wear and tear upon rails and journals.

Military Railway Building.

An interesting experiment was carried out last month by a detachment of the German "railway regiment" in order to determine the rapidity with which a line of rails could be laid down over ground presenting considerable difficulties, and also to ascertain the rate at which the work could be continued during the night by the aid of electric and other artificial lights. The portion of railway constructed led from the station of Klausdorf to the summit of some adjacent heights, rising fifty or sixty feet above the starting point. Its length was about 1,000 paces, and the gradients were, therefore, necessarily steep, in some places being as high as one in twenty. The work was begun at 7 o'clock in the morning, and by midday the rails were laid on the lower and more level half of the road. In the evening the workmen were relieved by other companies of the regiment arriving from Berlin, and, although there was no moon, the work was steadily continued. Torches were employed where excavations or embankments had to be made; but where more accurate work had to be executed or more difficult operations had to be performed—as, for instance, where rails had to be laid and adjusted—the scene was illuminated by electric lights arranged upon an elevated platform. Shortly after midnight all the heavy work was finished. In two or three hours more the rails were finally ad-

justed, and in the morning the regiment returned to Berlin.—*Fall Mail Gazette.*

Canada Southern Railroad.

The terms of the lease of the Canada Southern Railroad to the New York Central and Hudson River Railroad Company is officially stated as follows:

A new issue of bonds to the amount of \$14,000,000; interest to commence Jan. 1, 1878, at the rate of 3 per cent for 3 years, and 5 per cent for 27 years, to be guaranteed by the New York Central Company for 20 years, is to be made as soon as the agreement is formally ratified by the Canada Southern bondholders and the New York Central Board of Directors. With these the Canada Southern first mortgage bonds are to be redeemed at 100; the Canada Southern Bridge bonds at 100; the Canada Southern second mortgage bonds at 81½; the Toledo, Canada Southern and Detroit bonds at 70; the Erie and Niagara bonds at 50, and the Michigan Midland bonds at 25. All coupons to Jan. 1, 1878, are wiped out. The bonds interested, according to the latest reports, are: Canada Southern, first mortgage, \$9,000,000; Canada Southern, second mortgage, \$1,500,000; Canada Southern Bridge bonds, \$500,000; Toledo, Canada Southern and Detroit, \$1,400,000; Erie and Niagara, about \$450,000; Michigan Midland, \$400,000.

Southern Pacific Railroad.

Mr. C. P. Huntington, agent and attorney of the Southern Pacific Railroad in this city, says regarding the controversy relative to the Fort Yuma Bridge which was discussed in the Cabinet recently:

The Southern Pacific Railroad Company are authorized by act of Congress to build their road over government lands. They have laid their tracks through the military reservation of Fort Yuma, having written authority to do so temporarily, and have built a bridge across the Colorado at that point, over which bridge trains are now running into Arizona. This road is of immense advantage to the government, as Fort Yuma is a supply depot from which all the military posts in Arizona are supplied.

Atlantic, Mississippi and Ohio Railroad.

The President of the Grand Trunk Railway Company of Canada, Sir Henry W. Tyler, recently made an inspection of the Atlantic, Mississippi and Ohio Railroad of Virginia in the interest of the English bondholders.

He is chairman of the bondholders' committee in London. He stated just before sailing for England, on Saturday last, that the English bondholders had prepared a scheme for the reorganization of the road which had received the approval and hearty support of interested persons in this country. Prominent bankers and others in Virginia had assured him that there would be little difficulty in securing its adoption.

At the annual meeting of the stockholders of the Northern Pacific Railroad Company, held in this city on the 26th ult., the following Board of Directors was elected: Charles B. Wright, of Pennsylvania; Frederick Billings, of Vermont; George W. Cass, of New York; Jos. Dilworth, of Pennsylvania; F. Smith, of Pennsylvania; George Stark, of New Hampshire; Alexander Mitchell, of Wisconsin; J. C. Ainsworth, of Oregon; J. M. Denison, of Maryland; Richard C. Ashurst, of Pennsylvania. The Directors subsequently elected Charles B. Wright, of Pennsylvania, President; George Stark, of New Hampshire, Vice President; Samuel Wilkison, Secretary; and Geo. E. Beebe, Treasurer.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq.*	100	J. & J.	July '77 24	Little Miami*	50	Sept. '77 2		Vermont and Mass.	100	A. & O.	Oct. '77 24
Atlanta and West Point	100	J. & J.	July '77 4	Little Schuylkill*	50	July '77 31		Ware River*	100	J. & J.	July '77 31
Atlantic and Gulf	100	— & —		Long Island	50	May '77 10		Warren (N. J.)	100	A. & O.	Apr. '77 3
— guar.	100	M. & N.	Nov. '77 31	Louisv., Cin. and Lex.	100	July '77 31		Warwick Valley	100	A. & O.	Apr. '77 2
Atlantic and St. Law.*	100	M. & N.	June '77 8	— prof.	100	J. & J.	Jan. '77 4	Westchester & Phil. pref.	100	J. & J.	July '77 4
Avon, Genesee & Mt. M.*	100	A. & O.	Jan. '77 5	Louisville & Nashville	100	Aug. '77 11		West Jersey	100	F. & A.	Aug. '77 3
Baltimore and Ohi.	100	M. & N.	Nov. '77 3	Louisv., N. Alb. & Chi.	100	Dec. '77 3		Winchester & Potomac	100	J. & J.	July '77 3
Washington Br.	100	A. & O.	Apr. '77 5	Lowell and Andover	100	July '77 31		Winchester & Strasburg	100	J. & J.	July '77 31
Berkshire*	100	J. & D.	June '77 11	Lowell and Lawrence	100	Oct. '77 3		Worcester and Nashua	75	J. & J.	July '77 2
Blossburg & Corning*	50	J. & D.	Dec. '77 21	Lykens Valley	100	Aug. '77 24					
Boston and Albany	100	M. & N.	Jan. '77 4	Macdonald and Western	100	July '77 31					
Bos., Cin. & Fitchburg	100	— & —		Manchester and Lowell	100	May '77 5					
Agricultural Br. guar.	100	J. & D.	June '77 8	Marquette & Cincinnati	50	—					
Bost., Concord & Mont.*	100	M. & N.	May '77 3	— 1st pref.	50	—					
Boston and Lowell	500	J. & J.	Jan. '77 3	— 2d pref.	50	—					
Boston and Maine	100	M. & N.	May '77 2	Massachusetts	100	—					
Boston and Providence	100	M. & N.	May '77 2	Memphis & Charleston	25	—					
Attleborough Branch	100	J. & J.	July '77 31	Michigan Central	100	—					
Bost., Revere B. & Lynn	100	J. & J.	Dec. '77 31	Mill Creek & Minehill	50	—					
Buffalo, N. Y. and Erie	100	J. & D.	June '77 8	M. Hill & Schuyl. Hav.	50	—					
Camden and Amboy*	100	J. & J.	Jan. '77 2	—	50	—					
Camden and Atlantic	50	—		—	50	—					
— prof.	50	J. & J.	Jan. '77 2	—	50	—					
Camden & Port. Co.	100	J. & J.	July '77 3	—	50	—					
Cape May and Millville*	50	J. & D.	Dec. '77 3	—	50	—					
Catawissa & Fogelsv.	50	—		—	50	—					
Catawissa	50	—		—	50	—					
— pref.	50	M. & N.	May '77 2	—	50	—					
— 2d pref.	50	M. & N.	May '77 2	—	50	—					
Cayuga and Susq.*	50	F. & A.	July '77 4	—	50	—					
Cedar Rapids & M. R.*	100	F. & A.	June '77 3	—	50	—					
— prof.	100	F. & A.	June '77 3	—	50	—					
Central of Georgia	100	J. & D.	June '77 3	—	50	—					
Central of New Jersey	100	quaterly	—	—	50	—					
Central Ohio	50	J. & J.	July '77 1	—	50	—					
— prof.	50	J. & J.	July '77 1	—	50	—					
Central Pacific	100	M. & N.	Aug. '77 1	—	50	—					
Chemung	100	M. & N.	Aug. '77 1	—	50	—					
Chesapeake	100	J. & J.	Jan. '77 1	—	50	—					
Chicago and Alton	100	M. & N.	Sept. '77 3	—	50	—					
— prof.	100	M. & N.	Sept. '77 3	—	50	—					
Chicago, Bari. & Quincy	100	M. & N.	Sept. '77 3	—	50	—					
Chicago, Iowa & Nebraska	100	J. & J.	July '77 5	—	50	—					
Chi. Mil. and St. Paul	100	A. & O.	Dec. '77 3	—	50	—					
— prof.	100	A. & O.	Dec. '77 3	—	50	—					
Chicago & N. Western	100	J. & D.	Dec. '77 3	—	50	—					
— prof.	100	J. & D.	Dec. '77 3	—	50	—					
Chicago, R. I. & Pacific	100	quaterly	—	—	50	—					
Chic. & Ham. & Dayton	100	A. & O.	Apr. '77 4	—	50	—					
Cin., Sand. and Cleve.*	50	M. & N.	Apr. '77 21	—	50	—					
— prof.	50	M. & N.	Apr. '77 21	—	50	—					
Clev. Col. Cin. & Ind.	100	F. & A.	Feb. '77 3	—	50	—					
Cleveland & Mahoning	100	M. & N.	Feb. '77 3	—	50	—					
Cleveland & Pittsburgh	100	Sept. '77 1		—	50	—					
Columbus and Xenia	100	M. & N.	Sept. '77 1	—	50	—					
Colum. & Hocking Val.	100	F. & A.	Aug. '77 4	—	50	—					
Concord	100	M. & N.	May '77 5	—	50	—					
Concord and Port.	100	F. & A.	July '77 3	—	50	—					
Conn. & Passump. Riv.	100	F. & A.	Feb. '77 3	—	50	—					
Connecticut River	100	J. & J.	July '77 4	—	50	—					
Cumberland Valley	50	J. & J.	July '77 4	—	50	—					
— 1st pref.	50	A. & O.	Apr. '77 4	—	50	—					
— 2d pref.	50	A. & O.	Apr. '77 4	—	50	—					
Danbury and Newry	100	J. & J.	July '77 4	—	50	—					
Delaware	100	J. & J.	July '77 4	—	50	—					
Del., Lackaw. & West.	100	quaterly	—	—	50	—					
Detroit & Milwaukee	50	J. & D.	Dec. '77 1	—	50	—					
— prof.	50	J. & D.	Dec. '77 1	—	50	—					
Dubuque & Sioux City	100	A. & O.	July '77 3	—	50	—					
East Pennsylvania	100	J. & J.	July '77 3	—	50	—					
East Mahanoy	50	J. & J.	July '77 3	—	50	—					
East Tenn. Va. & Ga.	100	A. & O.	Apr. '77 3	—	50	—					
Eastern (Mass.)	100	J. & J.	July '77 3	—	50	—					
Eastern (N. H.)	100	F. & A.	Aug. '77 4	—	50	—					
Elmira, Jct. & Canand*	50	F. & A.	Aug. '77 4	—	50	—					
Elmira & Williamsport	50	M. & N.	May '77 3	—	50	—					
— prof.	50	J. & J.	July '77 3	—	50	—					
Erie Railway	100	—		—	50	—					
— prof.	100	—		—	50	—					
Erie and Pittsburgh	50	quaterly	—	—	50	—					
Fitchburg	100	J. & J.	July '77 3	—	50	—					
Georgia	100	J. & J.	July '77 3	—	50	—					
Granite Railway	100	J. & J.	July '77 3	—	50	—					
Great Western (Ca.)	100	A. & O.	Apr. '77 4	—	50	—					
Hannibal & St. Joseph	100	F. & A.	Aug. '77 3	—	50	—					
— prof.	100	F. & A.	Aug. '77 3	—	50	—					
Hanover Branch (Pa.)	50	M. & N.	May '77 5	—	50	—					
Harlem Extension	100	—		—	50	—					
Harrisburg & Lancaster	50	J. & J.	July '77 3	—	50	—					
Houstonville, pref.	100	quaterly	—	—	50	—					
Huntingdon & P. & T. Co.	50	—		—	50	—					
— prof.	50	J. & J.	July '77 3	—	50	—					
Indianapolis, Cin. & La.	100	F. & A.	Sept. '77 2	—	50	—					
Iowa Falls & Sioux City	100	M. & N.	Sept. '77 2	—	50	—					
Iowa Railroad Land Co.	100	quaterly	—	—	50	—					
Jefferson, Mad. & Ind.	100	quaterly	—	—	50	—					
Juliet and Chicago	100	quaterly	—	—	50	—					
Juliet & North Indiana	100	J. & J.	July '77 3	—	50	—					
Lake Shore & Mich. So.	100	F. & A.	Feb. '77 3	—	50	—					
— (guar.)	100	F. & A.	Feb. '77 3	—	50	—					
Lawrence	50	quaterly	—	—	50	—					
Leeds and Farmington	100	J. & J.	Oct. '77 1	—	50	—					
Litchfield & Susquehanna	50	M. & N.	May '77 3	—	50	—					
Litch Valley	50	quaterly	—	—	50	—					

CANALS.

MISCELLANEOUS.

RAILROAD EARNINGS—MONTHLY.

Atchison, Top. & San. Fe. : January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
1875.....	68,659	78,410	104,051	112,474	107,644	104,437	113,450	152,215	147,552	199,926	178,953	1,520,359
1876.....	117,417	144,132	180,246	197,996	219,370	186,641	198,851	248,138	265,593	285,000	225,793	2,486,582
1877.....	134,864	136,350	169,130	200,661	189,915	185,731	187,142	255,572	.....	.....	.....	.....
Central Pacific :												
1873.....	852,860	694,015	939,778	1,129,469	1,373,575	1,301,902	1,214,551	1,351,622	1,392,125	1,375,470	1,228,751	11,116,366
1874.....	848,558	804,044	882,423	1,110,623	1,311,699	1,366,615	1,286,940	1,322,557	1,371,739	1,465,515	1,381,765	13,703,334
1875.....	963,933	906,159	1,136,263	1,366,984	1,798,469	1,738,370	1,536,295	1,553,014	1,567,622	1,615,974	1,513,836	17,021,016
1876.....	994,339	1,017,204	1,184,683	1,427,035	1,757,415	1,646,270	1,541,223	1,696,154	1,871,876	1,838,066	1,675,532	18,146,944
1877.....	1,125,000	951,000	1,242,000	1,416,000	1,575,000	1,391,000	1,366,000	1,385,000	1,420,535	.....	.....	.....
Canada Southern :												
1875.....	67,487	41,501	82,255	106,755	102,546	96,599	104,897	104,038	117,109	149,552	131,376	1,254,386
1876.....	123,742	141,161	165,431	168,462	123,088	111,003	115,798	148,968	153,618	156,986	124,838	1,681,348
1877.....	107,893	133,365	153,682	172,973	149,312	150,236	124,649	.....	.....	.....	.....	.....
Chicago and Alton :												
1873.....	347,372	396,307	420,893	409,472	430,184	475,819	540,342	596,708	560,858	564,633	410,907	5,497,541
1874.....	344,420	339,876	362,342	384,335	397,683	496,815	464,438	480,056	524,042	550,950	416,544	5,126,228
1875.....	319,928	328,219	363,627	367,956	351,004	382,233	387,445	411,960	490,283	499,019	395,779	4,656,764
1876.....	350,597	346,550	355,527	364,000	423,645	451,083	403,671	510,795	524,244	532,868	367,898	5,460,529
1877.....	338,807	333,459	346,308	338,095	321,256	362,522	310,160	483,256	473,323	.....	.....	.....
Chicago and Northwestern :												
1874.....	1,014,514	900,765	1,024,061	1,080,193	1,290,596	1,163,522	1,011,685	1,118,370	1,254,355	1,407,975	1,065,726	13,361,689
1875.....	825,469	671,784	970,064	1,024,389	1,164,459	1,052,890	1,257,892	1,098,634	1,206,806	1,409,168	1,196,333	9,333,339
1876.....	808,842	854,627	944,450	919,978	1,090,752	1,232,407	1,015,992	986,633	1,182,830	1,403,993	1,117,349	12,467,544
1877.....	721,024	714,116	804,556	858,895	930,014	.....	.....	.....	.....	.....	.....	.....
Chicago, Mil. & St. Paul :												
1873.....	334,715	423,716	555,287	574,258	805,802	929,211	834,341	767,871	1,193,210	1,012,741	771,780	8,433,192
1874.....	654,426	657,497	576,271	742,051	964,930	886,709	749,215	704,373	798,859	862,153	694,250	8,953,017
1875.....	466,101	323,273	502,765	639,669	718,465	742,169	842,395	630,516	741,206	974,262	937,030	747,893
1876.....	527,546	517,112	567,644	650,961	819,562	877,693	685,270	569,775	645,831	817,359	765,230	8,054,171
1877.....	375,460	405,000	469,000	515,000	606,000	589,000	556,000	677,000	1,180,000	.....	.....	.....
Clev., Col., Cin. & Ind. :												
1873.....	363,921	413,043	448,924	413,443	436,459	411,260	393,806	465,503	466,796	423,893	327,804	4,887,448
1874.....	378,408	292,730	328,537	352,993	317,881	345,198	338,572	418,721	387,376	409,237	353,564	4,248,606
1875.....	277,140	255,239	301,666	304,424	303,689	285,947	291,386	306,105	383,550	364,738	367,295	3,333,038
1876.....	296,258	329,321	299,675	297,526	315,950	320,783	263,177	335,695	367,601	333,298	282,631	3,243,343
Eric :												
1872.....	1,332,994	1,294,076	1,460,174	1,548,813	1,775,324	1,463,961	1,550,023	1,525,243	1,643,464	1,743,753	1,704,374	13,924,615
1873.....	1,326,505	1,329,422	1,515,382	1,541,958	1,754,821	1,717,593	1,784,894	1,820,756	1,879,764	1,825,630	1,529,307	15,222,585
1874.....	1,455,210	1,286,511	1,430,911	1,556,922	1,646,139	1,648,988	1,545,380	1,546,175	1,605,138	1,680,196	1,447,666	18,136,787
1875.....	1,164,975	1,101,631	1,074,743	1,423,386	1,556,521	1,570,470	1,534,098	1,497,529	1,538,039	.....	.....	.....
Hannibal & St. Joseph :												
1875.....	94,532	116,286	138,779	147,439	125,890	122,455	113,131	153,068	154,634	173,911	169,639	1,517,709
1876.....	142,969	156,111	174,335	148,573	141,289	141,426	138,087	171,381	187,575	188,976	178,401	1,588,912
1877.....	122,796	132,961	157,217	186,966	162,719	165,449	129,781	184,210	.....	.....	.....	.....
Illinois Central :												
1873.....	602,241	597,429	660,759	553,912	635,459	742,600	684,840	769,748	884,485	797,121	636,039	7,033,692
1874.....	583,998	517,674	561,793	586,962	672,234	692,416	627,454	711,969	758,536	838,307	668,943	6,804,335
1875.....	591,031	481,681	595,519	610,459	604,881	602,505	715,899	613,446	718,101	816,508	773,092	6,794,434
1876.....	553,574	577,702	580,004	530,269	606,134	666,125	494,529	600,179	616,292	707,988	575,306	5,322,867
1877.....	466,498	460,839	.....	447,409	.....	458,707	.....	.....	.....	.....	.....	.....
Lake Shore & Mich. South'n :												
1873.....	1,349,275	1,302,139	1,504,478	1,536,193	1,489,333	1,332,727	1,235,145	1,472,074	1,643,640	1,774,821	1,567,875	14,922,235
1874.....	1,445,220	1,600,933	1,774,128	1,709,880	1,663,040	1,604,448	1,446,956	1,566,914	1,791,376	1,785,186	1,433,735	15,722,693
1875.....	1,569,750	1,363,355	1,491,280	1,518,122	1,373,678	1,335,319	1,225,831	1,414,819	1,532,602	1,589,497	1,335,892	13,655,986
1876.....	1,163,564	1,037,518	1,287,841	1,275,664	1,055,699	1,079,808	1,178,324	1,306,826	1,392,487	1,275,955	1,290,371	14,434,199
1877.....	1,097,272	1,095,529	1,193,734	1,179,898	1,178,639	1,142,228	1,020,615	1,197,992	1,350,984	1,318,194	1,122,314	10,517,777
Mo., Kan. & Texas :												
1875.....	198,099	204,539	233,095	192,471	187,091	221,444	211,735	263,208	291,827	305,144	300,534	2,957,738
1876.....	256,459	254,722	245,814	214,788	212,928	233,126	224,308	294,361	324,144	335,275	324,886	2,964,466
1877.....	237,032	235,308	247,505	221,656	231,307	258,123	263,125	323,347	307,179	.....	.....	.....
Ohio and Mississippi :												
1875.....	245,989	244,983	309,908	273,441	257,971	256,772	237,338	250,320	340,751	345,805	324,857	3,379,915
1876.....	315,021	290,832	307,360	305,112	310,908	310,210	247,646	292,897	330,111	341,679	.....	.....
Philadelphia and Reading :												
1871.....	506,367	423,045	644,506	688,578	1,063,002	1,510,088	1,213,303	1,359,633	1,418,141	1,413,643	1,423,278	8,377,080
1872.....	657,318	645,090	823,683	1,044,251	1,116,387	1,167,006	1,071,407	1,142,241	1,190,695	1,322,647	1,127,030	8,917,791
1873.....	742,041	745,100	1,258,470	1,308,450	1,382,096	1,321,543	1,446,247	1,547,475	1,486,091	1,324,348	1,049,136	14,990,006
1874.....	683,128	737,381	1,190,328	1,321,509	1,433,450	1,373,229	895,453	1,066,632	1,468,807	1,857,429	1,375,639	9,581,136
1875.....	447,172	417,644	575,740	650,270	689,193	917,514	1,555,974	1,631,339	1,656,258	1,722,954	1,433,733	.....
1876.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis, I. Mt. & South'n :												
1873.....	145,834	152,054	224,449	207,527	254,927	216,223	200,575	223,714	244,967	238,198	209,622	2,313,348
1874.....	243,915	211,409	226,288	214,620	251,509	238,608	235,250	254,230	292,216	358,776	250,860	3,350,000
1875.....	250,790	281,911	275,910	264,560	275,147	294,631	226,241	283,957	333,776	383,604	429,765	4,976,650
1876.....	327,190	312,116	295,000	273,002	264,900	252,643	252,821	274,160	374,000	440,600	450,332	4,863,300
1877.....	377,203	352,407	350,000	281,108	304,000	304,300	292,468	362,600	401,700	.....	.....	.....
St. Louis, Kans. C. & North'n :												
1875.....	208,088	196,155	243,991	220,692	188,083	173,332	153,497	248,836	246,624	263,240	235,176	2,655,536
1876.....	246,536	282,879	271,230	234,002	237,354	228,720	216,916	255,685	290,601	328,508	282,511	2,611,777
1877.....	240,042	250,100	250,352	264,438	227,173	171,856	193,921	302,026	321,180	.....	.....	.....
Toledo, Peoria and Warsaw :												
1875.....	71,437	61,809	72,805	74,809	70,592	77,963	89,402	113,018	123,254	127,167	123,920	1,117,762
1876.....	99,208	112,261	102,737	118,043	125,209	135,928	92,749	143,544	145,028	137,978	101,075	1,120,469
1877.....	78,571	80,579	84,220	90,113	85,011	80,009	74,359	121,274	112,225	.....	.....	.....
Union Pacific :												
1869.....	.....	.....	.....	.....	797,948	706,602						

NATIONAL AND STATE SECURITIES.

National Securities, Oct. 1, 1877.					Interest.					Amounts outstanding.					Interest.					Amounts outstanding.				
	Rate.	Payable.	WHEN PAYABLE.	Market Price.		Rate.	Payable.	WHEN PAYABLE.	Market Price.		Rate.	Payable.	WHEN PAYABLE.	Market Price.		Rate.	Payable.	WHEN PAYABLE.	Market Price.					
Loan of June 14, 1858.....	5	Jan. & July, 1874	1874	100	Massachusetts—(\$29,465,204):	5	Jan. & July, 1894	1894	100	650,000	5	Jan. & July, 1894	1894	100	650,000	5	Jan. & July, 1894	1894	100					
Loan of February 8, 1861.....	6	Jan. & July, 1880	1880	109	.. Lunatic Hospital Loan, 1874.....	5	Jan. & July, 1894	1894	111	400,000	5	Jan. & July, 1894	1894	111	400,000	5	Jan. & July, 1894	1894	111					
Oregon War Bonds of March 2, 1861.....	6	Jan. & July, 1881	1881	107	.. Harbor Land Improvement bonds, 1874.....	5	Jan. & July, 1894	1894	107	220,000	5	Jan. & July, 1894	1894	107	220,000	5	Jan. & July, 1894	1894	107					
Loan of July 17, and Aug. 5, 1861.....	6	Jan. & July, 1881	1881	109	.. Back Bay Land bonds, 1861 and 1862.....	5	Jan. & July, 1894	1894	115	1,850,000	5	Jan. & July, 1894	1894	115	1,850,000	5	Jan. & July, 1894	1894	115					
Loan of March 3, 1863.....	6	Jan. & July, 1881	1881	109	.. Union Defense Loan, 1861.....	5	Jan. & July, 1894	1894	109	50,000	5	Jan. & July, 1894	1894	109	50,000	5	Jan. & July, 1894	1894	109					
Loan of March 3, 1864 (5-20s).....	6	Jan. & July, 1881	1881	109	.. Union Defense Loan, 1862.....	5	Jan. & July, 1894	1894	111	888,000	5	Jan. & July, 1894	1894	111	888,000	5	Jan. & July, 1894	1894	111					
Loan of June 30, 1864 (5-20s).....	6	Jan. & July, 1881	1881	109	.. Coast Defense Loan, 1863.....	5	Jan. & July, 1894	1894	111	8,380,244	5	Jan. & July, 1894	1894	111	8,380,244	5	Jan. & July, 1894	1894	111					
Loan of March 3, 1865 (5-20s).....	6	Jan. & July, 1881	1881	109	.. Bounty Fund Loan, 1863 and 1864.....	5	Jan. & July, 1894	1894	109	999,944	5	Jan. & July, 1894	1894	109	999,944	5	Jan. & July, 1894	1894	109					
2d series (5-20s).....	6	Jan. & July, 1881	1881	109	.. Troy and Greenfield R.R. & Tunnel Loan.....	5	Jan. & July, 1894	1894	100	10,971,992	5	Jan. & July, 1894	1894	100	10,971,992	5	Jan. & July, 1894	1894	100					
3d series (5-20s).....	6	Jan. & July, 1881	1881	109	.. B. H. & Erie R. R. Loan.....	5	Jan. & July, 1894	1894	100	3,599,020	5	Jan. & July, 1894	1894	100	3,599,020	5	Jan. & July, 1894	1894	100					
4th series (5-20s).....	6	Jan. & July, 1881	1881	109	Michigan—(\$1,664,000):	6	Jan. & July, 1894	1894	101	105,000	6	Jan. & July, 1894	1894	101	105,000	6	Jan. & July, 1894	1894	101					
Consols of July 14, '70 & Jan. 20, '71.....	6	Jan. & July, 1881	1881	109	.. Renewal Loan bonds, 1858.....	6	Jan. & July, 1894	1894	104	1,932,000	6	Jan. & July, 1894	1894	104	1,932,000	6	Jan. & July, 1894	1894	104					
Funded Loan of 1891.....	6	Jan. & July, 1881	1881	109	.. Two Million Loan bonds, 1863.....	7	Jan. & July, 1894	1894	110	366,000	7	Jan. & July, 1894	1894	110	366,000	7	Jan. & July, 1894	1894	110					
Funded Loan of 1907.....	6	Jan. & July, 1881	1881	109	Minnesota—(\$2,755,000):	7	Jan. & July, 1894	1894	109	250,000	7	Jan. & July, 1894	1894	109	250,000	7	Jan. & July, 1894	1894	109					
Debt matured and without interest..... (var.)	3	Jan. & July, 1881	1881	109	.. State Buildings Loan, 1867 to 1869.....	7	Jan. & July, 1894	1894	103	2,200,000	7	Jan. & July, 1894	1894	103	2,200,000	7	Jan. & July, 1894	1894	103					
Navy Pension Fund of July 23, 1868..... (cur.)	6	Jan. & July, 1881	1881	109	.. Railroad Aid bonds, 1863, (reputedly).....	6	Jan. & July, 1894	1894	106	2,275,000	6	Jan. & July, 1894	1894	106	2,275,000	6	Jan. & July, 1894	1894	106					
Pacific R. R. Bonds (registered)..... (currency)	6	Jan. & July, 1881	1881	109	Missouri—(\$17,539,000):	6	Jan. & July, 1894	1894	106	439,000	6	Jan. & July, 1894	1894	106	439,000	6	Jan. & July, 1894	1894	106					
United States Notes.....	6	Jan. & July, 1881	1881	109	.. State Debt Proper, 1865 and 1868.....	6	Jan. & July, 1894	1894	106	2,727,000	6	Jan. & July, 1894	1894	106	2,727,000	6	Jan. & July, 1894	1894	106					
Fractional Currency.....	6	Jan. & July, 1881	1881	109	.. Consolidation bonds, 1868.....	6	Jan. & July, 1894	1894	106	1,100,000	6	Jan. & July, 1894	1894	106	1,100,000	6	Jan. & July, 1894	1894	106					
State Securities, latest dates.					.. Funding Bonds, 1874.....	6	Jan. & July, 1894	1894	106	15,868,000	6	Jan. & July, 1894	1894	106	15,868,000	6	Jan. & July, 1894	1894	106					
Alabama—(\$21,070,810):					.. Railroad Aid bonds, 1868-'66.....	6	Jan. & July, 1894	1894	106	505,000	6	Jan. & July, 1894	1894	106	505,000	6	Jan. & July, 1894	1894	106					
.. Bonds (old), extended.....	5	May & Nov. '86-'93	38		.. State Institution bonds, 1872 to 1874.....	10	Mar. & Sept. 1881	..	..	160,000	10	Mar. & Sept. 1881	..	..	160,000	10	Mar. & Sept. 1881	..	..			
.. Bonds (new), 1869, '68, '72 and '73.....	5	Jan. & July, '86-'93	38		New Hampshire—(\$3,519,100):	6	Jan. & July, 1894	1894	102	213,000	6	Jan. & July, 1894	1894	102	213,000	6	Jan. & July, 1894	1894	102					
.. Bonds (new), 1874.....	7	Jan. & July, '86-'93	38		.. War Loan Bonds, of 1861.....	6	Mar. & Sept. '84-'89	108	600,000	6	Mar. & Sept. '84-'89	108	600,000	6	Mar. & Sept. '84-'89	108	600,000	6	Mar. & Sept. '84-'89	108				
.. R. R. Loans (\$2,300,000) & endowments.....	5	Jan. & July, '86-'93	38		.. War Loan Bonds, of 1864.....	6	Jan. & July, 1894	1894	103	500,000	6	Jan. & July, 1894	1894	103	500,000	6	Jan. & July, 1894	1894	103					
Arkansas—(\$12,733,086):					.. State bonds, 1873.....	6	Jan. & July, 1894	1894	103	2,206,100	6	Jan. & July, 1894	1894	103	2,206,100	6	Jan. & July, 1894	1894	103					
.. Bonds (Funding), 1869 and 1870.....	6	Jan. & July, 1899	24		.. Equalization (Municipal) bonds, 1872.....	6	Jan. & July, 1894	1894	108	1,000,900	6	Jan. & July, 1894	1894	108	1,000,900	6	Jan. & July, 1894	1894	108					
.. Levee bonds (warrants), 1871.....	7	Jan. & July, 1894	104		New Jersey—(\$2,490,300):	6	Jan. & July, 1894	1894	108	900,900	6	Jan. & July, 1894	1894	108	900,900	6	Jan. & July, 1894	1894	108					
.. Deficiency Bonds, 1872.....	7	Jan. & July, 1894	104		.. War Loan (tax free) bonds, 1861.....	6	Jan. & July, 1894	1894	108	593,400	6	Jan. & July, 1894	1894	108	593,400	6	Jan. & July, 1894	1894	108					
.. Bonds (for \$2,500,000), 1875.....	7	Jan. & July, 1894	104		.. War Loan (tax free) bonds, 1863.....	6	Jan. & July, 1894	1894	108	1,057,000	6	Jan. & July, 1894	1894	108	1,057,000	6	Jan. & July, 1894	1894	108					
.. Railroad Aid bonds, 1869 and 1870.....	7	Jan. & July, 1894	104		.. War Loan bonds, 1864.....	6	Jan. & July, 1894	1894	108	14,855,000	6	Jan. & July, 1894	1894	108	14,855,000	6	Jan. & July, 1894	1894	108					
California—(\$3,396,500):					New York—(\$23,770,797):	6	Jan. & July, 1894	1894	108	889,781	6	Jan. & July, 1894	1894	108	889,781	6	Jan. & July, 1894	1894	108					
.. Civil (S. F.) bonds, 1857 and 1860.....	7	Jan. & July, '77-'80	104		.. Bounty Loan bonds, coupon.....	7	Jan. & July, 1894	1894	101	880,000	7	Jan. & July, 1894	1894	101	880,000	7	Jan. & July, 1894	1894	101					
.. Relief Fund bonds, 1863.....	7	Jan. & July, 1894	104		.. Bounty Loan bonds, registered.....	7	Jan. & July, 1894	1894	101	1,562,300	7	Jan. & July, 1894	1894	101	1,562,300	7	Jan. & July, 1894	1894	101					
.. State Capitol bonds, 1870 to 1872.....	7	Jan. & July, 1894	104		.. State (Deficiency) Stock, '33, part at will.....	6	Jan. & July, 1894	1894	102	847,500	6	Jan. & July, 1894	1894	102	847,500	6	Jan. & July, 1894	1894	102					
.. Funding bonds, 1873.....	7	Jan. & July, 1894	104		.. Canal Stock (old).....	6	Jan. & July, 1894	1894	115	4,302,600	6	Jan. & July, 1894	1894	115	4,302,600	6	Jan. & July, 1894	1894	115					
Connecticut—(\$6,014,000):					.. Canal Stock, 1872.....	6	Jan. & July, 1894	1894	119	2,000,000	6	Jan. & July, 1894	1894	119	2,000,000	6	Jan. & July, 1894	1894	119					
.. War Loan bonds (10-20 yrs), 1861.....	6	Jan. & July, 1881	101		.. Canal Stock, 1873.....	6	Jan. & July, 1894	1894	120	4,738,800	6	Jan. & July, 1894	1894	120	4,738,800	6	Jan. & July, 1894	1894	120					
.. War Loan bonds (20 yrs), 1863 and '64.....	6	Jan. & July, 1881	101		.. Canal Stock, 1874.....	6	Jan. & July, 1894	1894	121	3,639,400	6	Jan. & July, 1894	1894	121	3,639,400	6	Jan. & July, 1894	1894	121					
.. War Loan bonds (10-20 yrs), 1864.....	6	Jan. & July, 1881	101		.. Canal Stock, 1875.....	6	Jan. & July, 1894	1894	121	2,385,000	6	Jan. & July, 1894	1894	121	2,385,000	6	Jan. & July, 1894	1894	121					
.. War Loan bonds (20 yrs), tax free, 1865.....	6	Jan. & July, 1881	101		.. Canal Stock, 1876.....	6	Jan. & July, 1894	1894	121	1,695,000	6	Jan. & July, 1894	1894	121	1,695,000	6	Jan. & July, 1894	1894	121					
Delaware—(\$1,231,000):					.. Canal Stock, 1877.....	6	Jan. & July, 1894	1894	121	2,417,400	6	Jan. & July, 1894	1894	121	2,417,400	6	Jan. & July, 1894	1894	121					
.. State bonds to railroads, etc.....	6	Jan. & July, 1885	101		.. Canal Stock, 1878.....	6	Jan. & July, 1894	1894	121	1,711,400	6	Jan. & July, 1894	1894	121	1,711,400	6	Jan. & July, 1894	1894	121					
District of Columbia—(\$12,790,000):					.. Special Tax bonds.....	6	Jan. & July, 1894	1894	121	11,407,000	6	Jan. & July, 1894	1894	121	11,407,000	6	Jan. & July, 1894	1894	121					

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Adirondack:							Blue Ridge (S. Car.):						
1st Mortgage.....	940,000	7	Jan. & July.	New York.	1886	....	1st Mort., guar. by State (gold) ..	4,000,000	7*	Jan. & July.	Charleston.	1888	....
Alabama and Chattanooga:							Boston and Albany:						
1st Mortgage, guar. by Ala.	5,200,000	8*	Jan. & July.	New York.	1889	....	1st Mortgage (Burdell).....	5,000,000	7	Feb. and Aug.	Boston.	'91-'92	1167
2d Mortgage.....	2,673,000	8	"	"	1889	....	Loan of 1875.....	2,000,000	8	Jan. & July.	"	1890	1064
Receiver's Bonds.....	1,200,000	7	"	"	....	....	Boston, Clinton and Fitchburg:						
Alabama and Georgia:							1st Mortgage (Agricultural Br.) ..	400,000	8	Jan. & July.	Boston.	1884	85
1st Mortgage, guar. by Ala. & Ga.	10,000,000	8	Jan. & July.	New York.	1891	....	1st Mortgage (Equalization)....	300,000	7	"	"	1889	92
Alabama Central:							1st Mortgage (Consolidation)...	252,000	7	"	"	1890	96
1st Mortgage.....	1,600,000	8	Jan. & July.	New York.	1901	....	Equipment Mortgage.....	870,000	8	Apr. and Oct.	"	1881	90
Albany and Susquehanna:							Boston, Concord and Montreal:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1888	....	Sinking Fund Mortgage.....	824,000	6	Jan. and July.	Boston.	1889	92
2d Mortgage.....	2,000,000	7	April & Oct.	"	1885	021	Consol. Mortgage for \$2,000,000.	1,341,000	7	Apr. and Oct.	Boston.	1893	100
3d Mortgage.....	484,000	7	May & Nov.	"	1881	90		346,000	6	"	"	1893	....
Albany Loan.....	983,900	6	"	"	1896	....	Boston, Hartford and Erie:						
Alexandria and Fredericksburg:							1st Mortgage (old).....	273,000	7	Mar. and Sept.	Boston.	1884	....
1st Mortgage.....	1,000,000	7	June & Dec.	Philadelphia.	1896	....	1st Mortgage (Burdell).....	15,000,000	7	Jan. and July.	New York.	1900	117
Allegheny Valley:							1st Mortgage, guar. by Erie.....	5,000,000	7*	"	"	1900	133
General Mortgage.....	3,967,000	7.3	Jan. & July.	New York.	1890	071	Mass. L. (sec'd by \$1,000,000 Bcr.)	3,600,000	7*	"	Boston.	1899	....
Special Mortgage to Penn.....	3,500,000	6	January.	Harrisburg.	1885	83	Boston and Lowell:						
1st M., E. Ext., guar. by Pa. R.R.	9,938,000	7	April & Oct.	Phil. or Lond.	1900	40	Bonds (Wharf Purchase).....	200,000	8	Apr. and Oct.	Boston.	1879	101
Funding Income (traffic guar.)	5,403,900	7	"	Pittsburg.	1894	....	Bonds of 1872 for \$1,000,000....	999,500	7	"	"	1892	108
American Central:							Bonds of 1875.....	500,000	7	Mar. and Sept.	"	1894	....
1st Mort., guar. by C., B. & Q.	386,000	7	Jan. & July.	New York.	1878	101	Bonds of 1876.....	161,000	6	Jan. and July.	"	1896	....
Androscoogin:							Boston and Maine:						
1st Mortgage (Bath Loan).....	425,900	6	Jan. & July.	Bath, Me.	1891	....	Bonds of 1893 (coup. and reg.)...	3,200,500	7	Jan. and July.	Boston.	'93-'94	1104
Arkansas Central (narrow gauge):							Boston and New York Air Line:						
1st Mortgage.....	1,200,000	7*	Jan. & July.	Lond. or Ams.	1891	....	1st mortgage.....	500,000	7	Feb. and Aug.	New York.	1895	109
Ashtabula, Youngstown & Pitts:							Boston and Providence:						
1st Mortgage.....	1,500,000	7*	April & Oct.	New York.	1901	....	Bonds to purchase P., W. & B.Rd.	500,000	7	Jan. and July.	Boston.	1893	108
2d Mortgage, Income.....	400,000	7	Jan. and July.	Pittsburgh.	1904	....	Brunswick and Albany:						
Atchison and Nebraska:							1st Mort. (gold) end. by Ga. tax fr.	3,830,000	6*	Apr. and Oct.	New York.	1908	....
1st Mortgage.....	3,750,000	8	March & Sept.	Boston.	1896	....	2d Mort. sinking fund gold.....	2,350,000	7*	"	"	1893	....
Atchison, Topeka and Santa Fe:							Buffalo, Bradford and Pittsburg:						
1st Mortgage (gold).....	7,041,000	7*	Jan. & July.	New York.	1899	88	General Mortgage.....	580,000	7	Jan. & July.	New York.	1896	....
Land Grant Mortgage (gold)....	3,369,000	7*	April & Oct.	Boston.	1900	79	Buffalo, Corry and Pittsburg:						
1st Mort. (Wichita Br.) traf. guar	412,000	7*	Jan. & July.	"	1902	....	1st Mortgage.....	700,000	7	Jan. and July.	New York.	1898	....
Pottawatomie Land Grant.....	479,000	7	May & Nov.	N. Y. or Bos.	1879	....	Buffalo and Erie:						
Consol. Second Mort. (gold)....	3,294,000	7*	April & Oct.	"	1905	491	Mort. bonds (ass'd by LS&MS)	200,000	7	Jan. and July.	New York.	1882	....
Land Income bonds.....	475,000	12	Jan. & July.	Boston.	....	101	Mort. bonds (" ")	300,000	7	March & Sept.	"	1886	....
Atlanta and Richmond Air Line.							Mort. bonds (" ")	2,860,000	7	Apr. and Oct.	"	1898	106
1st Mortgage (guar. by Georgia).	4,248,000	8	Jan. & July.	New York.	1900	50	Buffalo and Jamestown:						
Atlantic and Great Western:							Mortgage.....	1,000,000	6*	"	New York.	1902	....
1st Mortgage (gold).....	14,922,200	7*	Jan. & July.	N.Y. or Lond.	1902	....	Buffalo, New York and Erie:						
2d Mortgage (gold).....	10,173,679	7*	March & Sept.	"	1902	....	1st Mortgage Renewal Bonds..	2,380,000	7	June & Dec.	New York.	1916	107
3d Mortgage (gold) Income.....	28,783,000	7*	May & Nov.	"	1902	....	Buffalo, New York & Phila.:						
Atlantic and Gulf:							1st Mortgage.....	2,296,000	6*	Jan. & July.	New York.	1896	94
Consolidated 1st Mortgage.....	2,310,200	7	Jan. & July.	New York.	1887	88	2d Mortgage for \$1,000,000....	261,500	10	"	"	1896	....
1st Mortgage (S. Ga. & Fla. R.R.)	464,000	7	May & Nov.	"	1888	....	Burlington, Cedar Rapids & Nor:						
2d Mortgage (S. Ga. & Fla. R.R.)	200,000	7	May & Nov.	"	1889	....	1st Mortgage, stg. skg. fund....	5,430,000	7*	May & Nov.	N. Y. & Lond.	1919	90
Atlantic and Lake Erie:							1st Mort. (gold) Mil. Div.....	2,200,000	7*	Feb. and Aug.	"	1902	....
1st Mort. (gold) for \$5,000,000..	.....	7*	Jan. & July.	New York.	1901	....	Burlington and Missouri River:						
Atlantic, Miss. and Ohio (428 m.)							Land and R. R. Mortgage.....	4,633,250	7	April & Oct.	N. Y. & Bos.	1893	110
1st Mortgage for \$15,000,000....	5,470,000	7*	April & Oct.	New York.	1901	....	Stock Bonds pref. 3d lien.....	298,500	6	Jan. & July.	Boston.	1878	....
2d Mort. to State (no int. till '80)	4,000,000	.....	"	"	....	....	Stock (common) Bonds.....	298,500	8	April & Oct.	N. Y. & Bos.	1879	108
Atlantic and Pacific:							Stock (common) Bonds.....	280,000	8	Jan. & July.	"	1894	108
Land Mortgage gold bonds.....	2,829,000	6*	Jan. & July.	New York.	1888	....	Stock (common) Bonds.....	401,000	8	"	"	1899	....
2d Mortgage for \$3,000,000 (gold)	2,015,500	6*	May & Nov.	"	1891	....	Burlington and Mo. Riv. in Neb:						
1st Mort. (So. Pac. R.R.) assumed	7,188,500	6*	Jan. & July.	"	1888	61	1st Mortgage convertible.....	6,715,000	8	Jan. & July.	N. Y. & Bos.	1894	105
1st Mort. (Central Div.) gold....	1,190,000	6*	May & Nov.	"	1891	....	Bonds convertible until 1892...	690,000	8	"	Boston.	1888	96
1st Mort. (Central Div.) L. G....	794,000	6*	"	"	1901	....	Burlington and Southwestern:						
Equipment Bonds.....	753,000	10	June & Dec.	"	1883	....	1st Mortgage (\$20,000 per mile).	1,800,000	8	May & Nov.	Boston.	1891	....
Income Bonds (for funding)....	529,600	6*	"	"	1883	....	1st Mort. (R.R. and lands) S.F.	8,000,000	7*	Jan. & July.	New York.	1891	....
Land Debentures.....	600,000	10	J. A. J. & O.	"	1884	....	1st Mortgage.....	2,500,000	7	April & Oct.	New York.	1901	....
Atlantic and St. Lawrence:							Cairo and Vincennes:						
Sterling bonds (not Mort.) of 1863.	484,000	6*	May & Nov.	"	1878	....	1st Mortgage, gold.....	3,500,000	7*	April & Oct.	N. Y. & Lond.	1902	....
2d Mortgage (sterling) of 1864....	1,500,000	6*	April & Oct.	"	1884	....	2d Mortgage.....	1,500,000	7*	Jan. & July.	"	1896	....
3d Mortgage (sterling) of 1871....	713,000	6*	May & Nov.	"	1891	....	California Pacific:						
Portland City Bonds, 1st M., S. F.	787,000	6	"	Portland.	1896	....	1st Mortgage, sinking fund....	2,250,000	7*	Jan. & July.	New York.	1889	....
Bald Eagle Valley:							Extension, or 2d Mortgage.....	3,500,000	7*	"	"	1889	....
1st Mortgage.....	354,000	6	Jan. & July.	Philadelphia.	1881	....	2d Income " double track b'ds	1,000,000	6*	Jan. & July.	....	1891	....
2d Mortgage.....	100,000	7	"	"	1884	....	Camden and Amboy:						
Baltimore and Ohio:							Loan of 1883.....	1,700,000	6	Feb. & Aug.	Philadelphia.	1883	103
Loan of 1850-'80.....	579,500	6	Jan. & July.	Baltimore.	1880	103	Loan of 1889.....	866,000	6	June & Dec.	Princeton.	1886	102
Loan of 1883-'85.....	1,710,000	6	April & Oct.	"	1885	105	Mortgage Loan of 1889.....	6,000,000	6	May & Nov.	Philadelphia.	1889	111
Loan of 1868-'90 (Balt.) skg. fd.	3,253,028	6	Jan. & July.	"	1890	....	Sterling Loan, S. F. (£202,000).	1,286,080	6*	Feb. & Aug.	London.	1880	....
Loan of 1870-'95 (stg.) skg. fund.	3,398,956	6*	March & Sept.	London.	1896	....	Camden and Atlantic:						
Loan of 1872-1902 (stg.) S. F....	9,198,852	6*	"	"	1902	....	1st Mortgage.....	490,000	7*	Jan. & July.	Philadelphia.	1893	113
Loan of 1874-1910 (stg.) S. F....	9,576,000	6*	May & Nov.	"	1910	....	2d Mortgage.....	500,000	7	April & Oct.	"	1879	98
Baltimore and Potomac:							Camden and Burlington County:						
1st Mort. (Tunnel) gold guar....	1,500,000	6*	Jan. & July.	Baltimore.	1911	....	Consolidated 1st Mortgage.....	350,000	6	Feb. & Aug.	Philadelphia.	1897	104
1st Mortgage (R. R.) gold guar..	3,000,000	6*	April & Oct.	"	1911	....	Canada Southern:						
Bangor and Piscataquis:							1st Mort. (skg. fd.) d for \$9,000,000	9,000,000	7*	Jan. & July.	New York.	1908	61
1st Mortgage (Bangor loan).....	600,000	6	April & Oct.	Boston.	1899	....	Cape May and Millville:						
1st Mort. (Bangor loan) extens'n	120,000	7	"	"	1901	....	2d Mort. guar. by W. Jersey R.R.	400,000	7	April & Oct.	Camden.	....	95
Bay City and East Saginaw:							Carbondale and Shawneetown:						
1st Mort. guar. by F. & P. Mq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....	1st Mortgage.....	200,000	7*	Jan. & July.	....	1902	....
Bedford and Bridgeport:							Carolina Central:						
1st Mortgage.....	1,000,000	7	April & Oct.	Philadelphia.	1892	....	1st Mortgage.....	3,000,000	6*	Jan. & July.	New York.	1923	....
Belfast and Moosehead Lake:							2d Mortgage - Income Bonds..	3,000,000	7	April & Oct.	"	1914	....
1st Mortgage (gold).....	150,000	6	May & Nov.	Portland.	1890	....	Carthage and Burlington:						
Bellefonte and Snow Shoe:							1st Mort., guar. by C., B. and Q.	266,000	8	May & Nov.	New York.	1879	101
1st Mortgage.....	99,000	6	"	Philadelphia.	1883	....	Catawba:						
Bellefontaine and Indiana:							1st Mortgage (old).....	230,500	7	Feb. & Aug.	Philadelphia.	1882	....
1st Mort., assumed by C. O. C. & I.	453,000	7	Jan. & July.	New York.	1899	....	1st Mortgage (new).....	1,800,000	7	"	"	1900	101
Bellefonte and Southern Illinois:							Chattel Mortgage.....	299,850	1	May and Nov.	"	'89-'90	....
1st Mort., guar. by St. L. A. & T.H.	1,100,000	8	April & Oct.	New York.	1896	85	Cayuga Lake:						
Beiot and Madison (C. & N.W.)...	284,000	7	Jan. & July.	New York.	1888	....	1st Mortgage.....	800,000	7*	June and Dec.	New York.	1901	....
1st Mortgage (guaranteed).....	284,000	7	Jan. & July.	New York.	1888	....	Cazenovia and Onondaga:						
Belvidere and Dea:							1st Mortgage, gold.....	250,000	7	Feb. & Aug.	New York.	1909	....
1st Mortgage (guar. by C. &)	490,800	6	June & Dec.	New York.	1877	....	Cedar Falls and Minnesota:						
2d Mortgage (A. Co. and)	745,000	6	March & Sept.	Philadelphia.	1885	100	1st Mort. (C. F. to Waverly)....	198,000	7	April & Oct.	New York.	1884	86
3d Mortgage (Penn. R. R. Co.)	745,000	6	Feb. & Aug.	"	1887	97	1st Mort. (W. to Minn. Line)...	1,184,000	7	Jan. & July.	"	1907	....

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Cedar Rapids & Mo. Riv. (C. & N.W.)	\$ 878,000	7	Feb. & Aug.	New York.	1891	101	Chicago, Iowa and Nebraska:	\$ 568,200	7	Jan. & July.	Boston.	1880	102
1st Mortgage, 1st Div. \$10,000 p.m.	582,000	7	"	"	1894	99	2d Mort. (now 1st) guar. C. & N.W.	211,500	7	Feb. & Aug.	New York.	1892	....
1st Mortgage 3d Div. \$16,000 p. m.	2,400,000	7	May & Nov.	"	1916	100	Chicago and Lake Huron:						
Central Branch Union Pacific:							1st Mort. 1st series (Peninsular.)	1,900,000	7	May and Nov.	N.Y. or Lond.	1899	....
1st Mort. (Atch. & Pike's Peak).	1,600,000	6	May & Nov.	New York.	1895	49	1st Mort. 2d series (")	2,000,000	7	"	"	1900	....
2d Mortgage Govern'm't st. aid.	1,000,000	6	Jan. & July.	"	1895	....	1st M. (Port Huron & L. Mich.)	1,900,000	7	"	New York.	1899	....
Central of Georgia:							2d Mortgage (Peninsular.)	640,000	7	Feb. and Aug.	"	1881	....
General Mort. for \$5,000,000....	2,222,000	7	Jan. & July.	N.Y. & Savan.	1893	....	Consolidated Mortgage.....	12,000,000	6	"	"	1903	....
Macon & West. (Atlanta D.) b'ds	117,000	7	April & Oct.	Savannah.	1880	....	Chicago and Milwaukee Railway:						
Central of Iowa:							1st Mort., guar. by C. and N.W.	1,700,000	7	Jan. & July.	New York.	1898	107
1st Mortgage, gold, \$16,000 p. m.	3,700,000	7	Jan. & July.	New York.	1899	32	Chicago and Mich. Lake Shore:						
2d Mortgage, gold, \$4,000 p. m.	925,000	7	April & Oct.	"	1901	....	1st Mortgage.....	477,000	8	March & Sept.	Boston.	1889	....
Central of L. I. (Flush. N.C. & C.)							1st Mortgage.....	3,500,000	8	Jan. & July.	"	1890	....
1st Mortgage.....	1,275,000	7	May & Nov.	New York.	1889	....	1st Mortgage.....	1,350,000	8	May & Nov.	"	1891	....
Central of New Jersey:							1st Mortgage (on Branch).....	1,325,000	8	March & Sept.	"	1892	....
Convertible bonds of 1872.....	4,400,000	7	May & Nov.	New York.	1902	63	Chicago, Milwaukee and St. Paul:						
1st Mort. (New) for \$5,000,000....	5,000,000	7	Feb. & Aug.	"	1890	110	1st Mort. (La Crosse Division.)	6,000,000	7	Jan. & July.	New York.	1893	103
Newark Branch Bonds.....	600,000	7	Jan. & July.	"	1887	....	1st Mort. (Chic. and Mil. Div.)	2,500,000	7	Jan. & July.	"	1903	100
Loan of Loh. C. & Nav. Co. (ass'd)	2,310,000	6	J. A. J. & O.	Philadelphia.	1897	....	1st Mort. (East. Div. Palmer.)	2,500	8	May & Nov.	"	1874	....
Consol. Mort. for \$25,000,000....	15,000,000	7	"	New York.	1899	68	1st Mort. (Iowa and Minn. Div.)	3,810,000	7	Jan. & July.	"	1897	94
Central Ohio (B. and O.)							1st Mort. (Minnesota Central.)	190,000	7	"	"	1894	....
1st Mortgage guaranteed.....	2,500,000	6	March & Sept.	Baltimore.	1890	101	1st Mort. (St. Paul Division.)	4,000,000	7	"	"	1902	97
Central Pacific of California:							1st Mort. (Iowa and Dak. Div.)	748,000	7	"	"	1899	84
1st Mort., 30 years bonds, (gold)	25,883,000	6	Jan. & July.	New York.	1895-98	103	1st Mort. (Prairie du Chien Div.)	3,674,000	8	Feb. & Aug.	"	1898	113
Convertible 20 years bonds, (gold)	1,485,000	7	"	"	1883	103	2d Mort. (")	1,815,000	7.3	"	"	1898	97
State Aid P'ds (Int. by State) gold	1,500,000	7	"	Sacramento.	1884	108	1st Mort. (Hast. and Dak. Div.)	234,000	7	Jan. & July.	"	1902	90
2d Mort. (Govern'm't Subsidy)	27,855,680	6	"	"	1899	101	1st Mort. (Mil. and Western)	234,000	7	Jan. & July.	"	1891	....
1st Mort. (Western Pacific) gold	2,785,000	6	"	"	1899	81	2d Mortgage.....	675,000	10	April & Oct.	"	1884	92
1st Mort. (Calif. & Oregon) gold	8,000,000	6	"	"	1890	85	Equipment and Bridge Bonds...	219,000	10	June & Dec.	"	1883	....
1st Mort. (S. Fr., Okla. & Ala.)	600,000	6	"	"	1890	85	Consol. Mort. for \$35,000,000....	5,710,000	7	Jan. & July.	"	1905	92
1st Mort. (San Joaquin V.D.) gold	4,050,000	6	April & Oct.	"	1900	93	Chicago and Northwestern:						
Land bonds (Cen. Pac. Co.) gold	9,276,000	6	"	"	1890	93	Preferred sinking fund (193 m.)	1,238,500	7	Feb. & Aug.	New York.	1885	106
Central Vermont:							General 1st Mortgage (193 m.) ..	3,559,400	7	"	"	1886	108
1st Mort., Consol. (Vt. Central).	3,000,000	7	May & Nov.	Boston.	1886	10	Funded coupons (193 m.).....	729,600	7	May & Nov.	"	1883	104
2d Mort., Consol. (")	1,500,000	7	June & Dec.	"	1891	2	Appleton Ext. (23 m. & 76,000 ac.)	139,000	7	Feb. & Aug.	"	1886	100
1st Mort. (Stan., Sheff. and Ch.)	500,000	7	Jan. & July.	"	1887	39	Green Bay Ext. (23m & 76,000 a.)	251,000	7	"	"	1885	100
Income and Extension Bonds.....	1,098,500	8	May & Nov.	"	1902	39	1st Mort. (Gal. & Chi. U.) 248 m.	1,691,000	7	"	"	1882	107
Equipment Mort. (Vt. Central)	1,080,000	8	"	"	1889	39	Elgin and State Line.....	19,500	6	Jan. & July.	"	1879	....
Equipment Mort. (")	1,000,000	8	"	"	1889	39	Mississippi River Bridge.....	181,000	7	"	"	1884	....
Bonds, guar. (Vt. and Canada)	1,000,000	8	Jan. & July.	"	1891	36	1st Mortgage (Peninsula).....	285,000	7	March & Sept.	"	1898	....
Missisquoi R.R. (")	500,000	7	"	"	1891	....	Consol. skg fund (C. & N.W.R'y)	4,455,000	7	F. M. A. & N.	"	1915	106
Cent. Vt. (Vt. & Ca. Mort.) b'ds	3,000,000	6	March & Sept.	"	1904	....	General Consol. Gold Bonds...	11,343,000	7	June & Dec.	"	1902	93
Charleston and Savannah:							1st Mort. S. F. (Madison Exten.)	3,150,000	7	April & Oct.	"	1911	....
1st Mortgage guar. by State.....	605,000	6	March & Sept.	Charleston.	1877	....	1st Mort. S. F. (Menominee Ext.)	2,700,000	7	June & Dec.	"	1911	....
Funded Interest on 1st Mort.....	167,400	7	"	"	1889	....	1st Mort. (Chic. & Mil. R. W.) guar	1,700,000	7	Jan. & July.	"	1898	108
Charlotte, Columbia & Augusta:							1st Mort. (Bel. & Mad. R.R.) guar.	271,000	7	"	"	1888	....
1st Mortgage.....	2,000,000	7	Jan. & July.	New York.	1896	76	Chicago and Paducah (C. B. & Q.)						
Charters:							1st Mortgage \$26,000 p. m. gold...	2,304,000	7	Jan. & July.	Boston.	1903	....
1st Mort., guar. by Penna.....	500,000	7	April & Oct.	Philadelphia.	1901	....	Chi., Pekin & Southw'n (O.B. & Q.)						
Chenaw and Darlington:							1st Mortgage for \$10,000 per mile	700,000	8	Feb. & Aug.	New York.	1901	....
1st Mortgage dated Jan. 1, 1871.	141,000	8	April & Oct.	Charleston.	1888	....	1st Mortgage skg. fund.....	5,000,000	7	Jan. & July.	New York.	1896	106
1st Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	"	1888	....	Branch Bonds Sinking Fund...	1,000,000	6	Feb. & Aug.	"	1895	104
Cherry Valley, Sharon and Alb.							New Mort. bonds for \$12,500,000	4,000,000	6	Jan. & July.	"	1917	103
1st Mort. con. guar. by A. & S. Co.	300,000	7	June & Dec.	New York.	1899	....	Chi. & Southw'n (C. R. I. & Pac.)						
Chesapeake and Ohio:							1st Mort. gold, tax free, guar.....	5,000,000	7	May & Nov.	New York.	1899	....
1st M. (gold) skg fd for \$15,000,000	15,000,000	6	May & Nov.	New York.	1899	23	1st Mortgage gold (Atchison Br.)	1,000,000	7	June & Dec.	"	1901	....
1st Mort. Extension (con. or reg)	5,426,800	7	Jan. & July.	"	1902	....	Chicago and Superior:						
1st Mort. (Va. Cen.) guar. by Va.	100,000	6	"	"	1889	....	1st Mortgage (Mad. & Portage) g'd	600,000	7	April & Oct.	New York.	1900	....
2d Mort. (") coupon.....	902,000	6	"	"	1884	....	Chillicothe and Brunswick:						
Income (") coupon.....	300,000	8	"	"	1876	....	1st Mort., guar. by St. L., K.C. & N.	500,000	8	Jan. & July.	New York.	1894	....
Funded Interest, coupon.....	160,500	8	"	"	1877	....	Cincinnati, and Baltimore:						
Cheshire:							1st Mort. guar. by B. & O. & M. & C.	322,000	7	Jan. & July.	Baltimore.	1900	95
Coupon bonds (no Mort.).....	813,700	6	Jan. & July.	Boston.	77-96	97	Cincinnati, Hamilton and Dayton:						
Chester Creek (Phil. & Balt. Cent.)							1st Mortgage of 1868.....	1,243,000	7	May & Nov.	New York.	1880	....
1st Mort., guar. by P. W. & B.	185,000	6	Jan. & July.	Philadelphia.	1903	....	2d Mortgage of 1865.....	496,000	7	Jan. & July.	"	1885	....
Chester and Tamarac:							Consol. S. F. M. for \$3,000,000.	996,000	7	April & Oct.	"	1905	....
1st Mortgage.....	640,000	7	May & Nov.	New York.	1901	....	Cincinnati, Ham. & Ind. (C. H. & D.)						
Chicago and Alton:							1st Mort., guar. for \$2,500,000...	1,846,000	7	Jan. and July.	New York.	1903	103
1st Mortgage, pref. sinking fund.	25,000	7	May & Nov.	New York.	1877	107	Cincinnati, Lafayette and Chi.						
1st Mortgage.....	2,400,000	7	Jan. & July.	"	1893	115	1st Mortgage.....	1,120,000	7	March & Sept.	New York.	1901	84
2d Mortgage Income.....	1,100,000	7	April & Oct.	"	1888	....	Consolidated Mortgage.....	471,000	7	June & Dec.	"	1914	....
Consol. Bonds (\$200 stg. ench.)	4,379,850	6	Jan. & July.	London.	1903	107	Cincinnati and Martinsville:						
1st Mort. (St. L. & C.) assumed	664,000	7	April & Oct.	New York.	1894	107	1st Mort., guar. by L. C. & La. F.	400,000	7	Feb. & Aug.	New York.	1905	....
2d Mort. (")	188,000	7	Jan. & July.	"	1898	85	Cincinnati & Muskingum Valley:						
1st Mort. (Louisiana and Mo.)	4,300,000	7	Feb. & Aug.	"	1900	85	1st Mortgage.....	1,500,000	7	Jan. and July.	New York.	1901	....
Chicago, Burlington and Quincy:							Cincinnati, Richmond & Chicago:						
Trust Mortgage skg fund.....	2,570,000	8	Jan. & July.	New York.	1883	116	1st Mortgage guar. by C. H. & D.	560,000	7	Jan. and July.	New York.	1895	....
Trust Mortgage skg fund conv.	150,000	8	"	"	1883	....	2d Mortgage.....	65,000	7	"	"	1889	....
Trust Mortgage (Burl. to Peoria)	687,000	7	April & Oct.	"	1890	....	Cinc. Rich. & Ft. Wayne (G.R. & I.)						
Loan of 1872.....	1,918,475	7	Jan. & July.	Boston.	1896	89	1st Mortgage gold, guar.....	1,800,000	7	June & Dec.	New York.	1921	....
Bonds of 1876, Sinking Fund.....	448,000	5	June & Dec.	"	1903	110	Cincinnati, Sandusky and Clev.						

AMERICAN RAILROAD BOND LIST.

America (*) added to rate of interest signed "Payable in Cash"

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Cleveland and Pittsburg (Pa. Co.):							Detroit & Bay City (Mich. Cent.):						
Construction and Equip. bonds:	600,000	6	Jan. and July	New York.	1913	108	1st Mort. (\$424,000 guar.).....	2,830,000	8	May and Nov.	New York.	1902	70
4th (now 3d) Mortgage guar.....	1,096,000	7	"	"	1892	108	Detroit, Eel River and Illinois:						
Consol. sinking fund guar.....	1,487,000	7	May & Nov.	"	1906	109	1st Mortgage for \$22,000 p.m.....	1,826,000	8	Jan. & July.	New York.	1891	....
Clev., Painesville & Ashtabula:							Detroit, Hillsdale and Indiana:						
Regist'd b'ds (ass'd by L.S. & M.S.)	1,000,000	7	Jan. & July.	New York.	1890	105	1st Mort. \$16,000 p. m. guar.....	1,170,000	8	June & Dec.	New York.	1890	....
3d Mortgage (")	1,000,000	7	April & Oct.	"	1892	105	2d Mortgage, (coupon) guar.....	300,000	8	Jan. & July.	"	1891	....
Cleveland and Toledo:							Detroit, Lansing and Lake Mich.:						
1st Mort., s.f. (ass'd by L.S. & M.S.)	1,595,000	7	Jan. & July.	New York.	1885	105 1/2	1st Mortgage.....	3,219,000	8	April & Oct.	Boston.	1896	....
2d Mortgage (")	849,000	7	April & Oct.	"	1886	106 1/2	1st Mortgage (on Branches).....	575,000	8	June & Dec.	"	1897	....
Colebrookdale:							2d Mortgage.....	1,359,000	8	Feb. & Aug.	"	1893	44 1/2
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1898	50	1st Mort. (Ionia and Lansing)...	770,000	8	Jan. & July.	New York.	1889	....
Colorado Central (8 ft. gauge):							2d Mort. (")	81,000	8	May & Nov.	"	1890	....
1st Mortgage.....	225,000	8	June & Dec.	Boston.	1890	....	Detroit & Milwaukee (Gt. W. of Ca.):						
Columbus, Chicago & Ind. Cent.:							1st Mortgage, (D. & M.R.).....	2,500,000	7	May & Nov.	New York.	1875	....
1st Mortgage Consol. skg fund.....	15,344,750	7	April & Oct.	New York.	1908	39	2d Mortgage (")	1,000,000	8	"	"	"	....
2d Mortgage skg fund.....	5,582,400	7	Feb. & Aug.	"	1909	12 1/2	1st Funded Coup. (D. & M.R.R.)	625,924	7	Jan. & July.	"	1875	....
Income convertible.....	3,893,000	7	"	"	1890	....	2d Funded Coup. (")	376,734	7	May & Nov.	"	1875	....
1st Mort. (Chic. and Gt. Eastern)	461,000	7	April & Oct.	"	1893-95	....	1st Mort. (Detr. & Pontiac R.R.)	150,000	7	April & Oct.	"	1878	....
2d Mort. (")	344,400	7	Jan. & July.	"	1890	....	2d Mort. (")	100,000	7	Jan. & July.	"	1878	....
1st Mort. (Cin. and Chi. Air-L.)	194,100	7	Feb. & Aug.	"	1890	....	3d Mort. (")	250,000	8	Feb. & Aug.	"	1886	....
1st M., s.f. (")	39,650	7	May & Nov.	"	1896	....	Bonds of Sept. 1, 1866.....	110,000	7	March & Sept.	"	1886	....
1st Mort. (Col. and Ind. Cent.)	2,632,000	7	Jan. & July.	"	1904	....	Bonds of June 30, 1866.....	1,704,317	6 1/2	Jan. & July.	"	1886	....
2d Mort. (")	821,000	10	May & Nov.	"	1904	....	Detroit, Mon. & Tol. (L.S. & M.S.):						
1st M. (Col. & Ind.) 1st & 2d pref.	309,500	7	Jan. & July.	"	1888	....	1st Mortgage Aug. 1, 1886.....	924,000	7	Feb. & Aug.	New York.	1906	109
2d Mortgage (Ind. Central).....	666,500	7	Jan. & July.	"	1882	....	Dixon, Peoria and Hannibal:						
1st Mort. (Tol., Logansport & Bur.)	554,500	7	Feb. & Aug.	"	1884	....	1st Mort. guar. by C. B. and Q.	563,500	8	Jan. & July.	New York.	1889	101
Income (")	74,024	7	"	"	1905	....	Dubuque and Sioux City:						
1st Mort. (Union & Logansport)	815,000	7	April & Oct.	"	1905	....	1st Mortgage tax free.....	882,000	7	Jan. & July.	New York.	1888	105
Columbus, Springfield and Cin.:							Dubuque Southwestern:						
1st M. (assumed by Cin., S. & C.)	1,000,000	7	March & Sept.	New York.	1901	....	1st Mortgage.....	450,000	7	April & Oct.	New York.	1888	....
Columbus and Hocking Valley:							1st Mortgage, preferred.....	78,500	7	Jan. & July.	"	1888	....
1st Mortgage skg fund.....	1,500,000	7	April & Oct.	New York.	1897	....	Dunkirk, Allegheny Val. & Pittsb.:						
1st M. on Branch (& 2d on main)	300,000	7	Jan. & July.	"	1880	....	1st Mortgage (gold).....	1,300,000	7 1/2	June & Dec.	New York.	1900	....
General Mortgage.....	634,000	7	"	"	1892	....	Dutchess and Columbia:						
Columbus and Xenia:							1st Mortgage Jan. 1, 1888.....	1,500,000	7	Jan. & July.	New York.	1908	....
1st Mortgage, guar. by L.M.R.R.	302,000	7	March & Sept.	New York.	1890	....	East Alabama and Cincinnati:						
Connecticut and Passumpsic Riv.:							1st Mort. endorsed by Alabama.	400,000	8	Jan. & July.	"	1890	....
New Mortgage for \$1,500,000.....	1,186,600	7	April & Oct.	Boston.	1898	104 1/2	East Brandywine & Waynesboro:						
Coupon Notes.....	123,000	7	June & Dec.	"	1891	100 1/2	1st Mortgage guar. by Pa. R.R.:	140,000	7	Jan. & July.	Philadelphia.	1895	....
1st Mort. (Massachusetts) guar. gold	400,000	6 1/2	Jan. & July.	"	1889	83 1/2	East Pennsylvania (Ph. & Rdg.):						
Connecticut River:							1st Mortgage, guaranteed.....	495,900	7	March & Sept.	Philadelphia.	1888	104
1st Mortgage skg fund.....	250,000	6	March & Sept.	Boston.	1875	....	East Tennessee, Virginia & Ga.:						
Connecticut Valley:							1st Mort., skg fund for \$3,500,000	2,999,000	7	Jan. & July.	New York.	1900	90
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1901	....	2d Mortgage.....	190,000	4	"	"	"	82-87
Connecticut Western:							Endorsed Bonds (East T. & Va.)	147,000	6	May & Nov.	"	1885	....
1st Mortgage tax free.....	3,000,000	7	Jan. & July.	N. Y. & Bos.	1900	....	Endorsed Bonds (East T. & Ga.)	92,000	6	Jan. and July.	"	1886	....
Connecting (Philadelphia):							Company Bonds (E.T. & Ga., old)	685,000	6	"	"	1880-85	....
1st Mort. ABCD & \$200,000 each	991,000	6	March & Sept.	Philadelphia.	1.2.3.4.	102 1/2	Company Bonds (" new)	138,400	6	"	"	1876	....
Cooperstown and Susq. Valley:							Eastern (Mass.):						
1st Mortgage.....	100,000	7	March & Sept.	New York.	1889	....	1st Mort. (Essex R.R.) assumed.	194,400	6	March & Sept.	Boston.	1896	....
Cowanesque Valley:							Loan of 1867.....	7	"	"	"	1887	....
1st Mortgage, gold.....	95,000	7 1/2	Jan. & July.	New York.	1902	....	Loan of 1868.....	7	"	"	"	1888-89	....
2d Mortgage.....	180,000	7	May & Nov.	"	1882	....	Loan of 1869.....	7	May & Nov.	"	"	1889	....
Cumberland & Penn. (Consol. Coal):							Ten year coupon notes.....	7	"	"	"	1892	....
1st Mortgage.....	803,500	6	March & Sept.	New York.	1891	....	Ten year coupon notes.....	7	"	"	"	1893-94	....
2d Mortgage, sinking fund.....	648,000	6	May & Nov.	"	1888	....	Sinking Fund Bonds.....	7	May & Nov.	"	"	1884	....
Cumberland Valley:							Sterling Sink. Fd. Bonds.....	3,049,200	6 1/2	March & Sept.	London.	1893	....
1st Mortgage.....	161,000	8	April & Oct.	Philadelphia.	1904	....	Certif. of Indebt. Sept. 1, 1876..	12,545,000	3 1/2	"	Boston.	1906	50 1/2
2d Mortgage.....	109,500	8	"	"	1908	....	Eastern Shore (Md.):						
Plain bonds.....	81,900	6	"	"	1884	....	1st Mortgage.....	400,000	6	Jan. & July.	Philadelphia.	1880	....
Danbury and Norwalk:							2d Mortgage.....	200,000	6	April & Oct.	"	1896	....
Mortgage Bonds of 1860.....	100,000	7	Jan. & July.	New York.	1880	....	Elizabethtown and Paducah:						
Mortgage Bonds of 1870.....	200,000	7	"	"	1890	....	1st Mortgage, convertible.....	3,000,000	8	March & Sept.	New York.	1890	....
Mortgage Bonds of 1872.....	200,000	7	"	"	1892	....	Elmira and Williamsport (N. Cen.):						
Danv., Hazleton & Wilkesbarre:							1st Mortgage guaranteed.....	1,000,000	7	Jan. & July.	Philadelphia.	1880	102 1/2
2d Mortgage.....	300,000	7	April & Oct.	Philadelphia.	1887	40	Income Mortgage guaranteed..	570,000	5	April & Oct.	"	1892	57
Danv., Urb., Bloomington & Pekin:							Erie Railway:						
1st Mortgage.....	2,000,000	7 1/2	April & Oct.	New York.	1909	....	1st Mortgage, extended.....	2,483,000	7	May & Nov.	New York.	1897	115
Davenport and St. Paul:							2d Mortgage.....	2,174,000	7	March & Sept.	"	1879	102 1/2
1st Mort. gold skg fd \$20,000 p.m.	3,000,000	7 1/2	April & Oct.	New York.	1911	....	3d Mortgage.....	4,852,000	7	"	"	1883	101
Dayton and Michigan (C.H. & D.):							4th Mortgage convertible.....	2,987,000	7	April & Oct.	"	1890	100 1/2
1st Mortgage sinking fund guar.	1,846,000	7	Jan. & July.	New York.	1881	....	5th Mortgage convertible.....	709,500	7	June and Dec.	"	1888	103 1/2
2d Mortgage, guar.....	426,000	7	March & Sept.	"	1884	....	Buffalo Branch, 1st mortgage.....	182,900	7	Jan. & July.	"	1891	....
3d Mortgage, guar.....	351,000	7	April & Oct.	"	1888	....	Sterling loan (\$1,000,000) conv.	4,457,714	6 1/2	March & Sept.	London.	1875	....
Toledo Depot bonds guar.....	105,500	7	March & Sept.	"	1886-94	....	1st Consol. Mort. for \$30,000,000	12,076,000	7 1/2	"	N.Y. & London.	1920	....
Dayton and Union:							2d Consol. Mort. for \$40,000,000	14,400,000	7 1/2	June and Dec.	London.	1894	....
1st Mortgage, registered.....	140,000	7	March & Sept.	New York.	1879	....	Convertible bonds.....	10,000,000	7 1/2	J. A. J. and O.	London.	1903	....
2d Mortgage.....	135,000	7	June & Dec.	"	1879	....	Erie and Pittsburg (Penn.):						
Income Bonds.....	252,445	6	"	"	1879	....	1st Mortgage.....	292,200	7	Jan. & July.	New York.	1882	....
Dayton and Western (L. M. R.R.):							2d Mortgage.....	92,500	7	April & Oct.	"	1890	....
1st Mortgage (assumed).....	142,000	7	March & Sept.	New York.	1881	....	Consolidated Mortgage.....	2,192,000	7	Jan. & July.	"	1898	....
1st Mortgage (")	495,000	6 1/2	Jan. & July.	"	1906	....	Equipment Mortgage.....	750,000	7	April & Oct.	"	1890	....
Decatur, Sullivan and Mattoon:							European & N. American (Me.):						
1st Mortgage.....	500,000	8	March & Sept.	New York.	1901	....	Bangor City Bonds (1st m. 55 m.)	1,					

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Florida:	\$						Huntingdon and Broad Top Mt.:	\$					
1st Mortgage conv. gold.....	2,300,000	7*	Jan. & July.	N. Y. & Lond.	1889	....	1st Mortgage gold.....	416,000	7*	April & Oct.	Philadelphia.	1890	104
Flushing, North Shore and Cent.:							2d Mortgage.....	367,500	7*	Feb. & Aug.	"	1895	100
1st Mort. (Flushing and N. Side.)	800,000	7	May & Nov.	New York.	1889	....	Consolidated Mortgage.....	1,388,000	7	April & Oct.	"	1895	85
2d Mort. ("")	400,000	7	"	"	1900	....	Illinois Central:						
1st Mort. (Central of L. I.)	1,000,000	7	Mar. & Sept.	"	1902	....	Redemption bonds, currency....	2,500,000	6	April & Oct.	New York.	1890	....
1st Mort. (Cent. R. K. Exten.)	200,000	7	May and Nov.	"	1903	....	General Mortgage for \$15,000,000	2,500,000	6*	"	London.	1895	....
1st Mort. (North Shore)	149,000	7	Feb. & Aug.	"	1885	....	Sterling Bonds, Sinking Fund....	4,598,000	5*	"	"	1908	....
1st Mort. (Whitestone & W.)	93,000	7	Jan. & July.	"	1893	....	Illinois Grand Trunk (C. B. & Q.):						
1st Mort. (N. Y. & Flushing.)	25,000	7	Mar. & Sept.	"	1880	....	1st Mortgage, guaranteed.....	900,500	8	April & Oct.	Boston.	1890	109 1/2
Fonda, Johnstown & Gloversville:							Indiana and Illinois Central:						
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1890	....	1st Mortgage gold.....	3,500,000	7*	Jan. & July.	New York.	1901	....
Fort Wayne, Jackson & Saginaw:							Indiana North and South:						
1st Mortgage, traffic guarantee....	1,500,000	8	Jan. & July.	New York.	1889	42 1/2	1st Mort. (Nor. Div.) \$22,000 p.m.	1,700,000	7*	March & Sept.	New York.	1903	....
2d Mortgage (Equipment).....	800,000	8	April & Oct.	"	1881	....	Indianapolis, Bloomington & West:						
Fort Wayne, Muncie & Cin.:							1st Mortgage gold.....	5,000,000	7*	April & Oct.	New York.	1909	15
1st Mortgage.....	1,800,000	7*	April & Oct.	Boston.	1899	....	2d Mortgage Extension gold....	5,500,000	7*	Jan. & July.	"	1912	....
2d Mortgage.....	500,000	8	"	"	1894	....	2d Mortgage.....	1,500,000	8	"	"	1890	2
Framingham and Lowell:							Indianapolis and Madison:						
1st Mortgage.....	500,000	7	April & Oct.	Boston.	1890	50	1st Mort. assumed by J. M. & L.	397,000	7	May & Nov.	New York.	1881	....
2d Mortgage.....	100,000	8	"	"	1883	89	Indianapolis & Vincennes:						
Frederick and Pennsylvania Line:							1st Mortgage guar. by Pa. R. R.	1,700,000	7	Feb. & Aug.	New York.	1908	....
1st Mortgage gold.....	150,000	6*	April & Oct.	Baltimore.	1901	....	2d Mortgage guar. by Pa. R. R.	1,450,000	6	May & Nov.	"	1900	....
Fremont, Vicksburg & Mo. (S.C. & P.):							International and Gr. Northern:						
1st Mortgage.....	690,000	7	April & Oct.	"	1901	....	1st Mortgage s.f. (Intern. R. R.)	3,040,000	7*	April & Oct.	New York.	1911	67
Galena & Chic. Union (C. & N. W.):							Convertible B'ds.....	1,473,000	8	Feb. & Aug.	"	1892	....
1st Mortgage.....	1,692,000	7	Feb. & Aug.	New York.	1882	105	1st Mortgage (Hous. & Gr. N. R. R.)	4,211,000	7	Jan. & July.	"	1900	74
Galv., Harrisburg & San Antonio:							Convert. B'ds.....	1,677,400	8	Feb. & Aug.	"	1892	....
1st Mortgage.....	1,700,000	6*	Feb. & Aug.	Lond. or Bost.	1910	....	Indianapolis, Cin. and Lafayette:						
Galveston, Houston & Henderson:							1st Mortgage of 1887.....	2,800,000	7	Feb. & Aug.	New York.	1897	....
1st Mortgage.....	1,493,000	7*	Jan. & July.	New York.	1890	82 1/2	1st Mortgage of 1889.....	2,000,000	7	June & Dec.	"	1899	....
Geneva, Ithaca and Athens:							Funded Interest Bonds, coupon.	469,100	7	March & Sept.	"	78-'83	....
1st Mortgage, s.f. id. guar.....	600,000	7*	Jan. and July.	New York.	1890	....	Equipment Bonds, registered....	375,000	10	"	"	1883	86 1/2
Georgia (and Banking):							1st Mort. (Ind'polis & Cin.) 1888.	1,600,000	7	April & Oct.	"	1888	....
Company bonds (debentures)....	630,000	7	Jan. & July.	Augusta.	78-'90	....	1st Mort. (Cin. & Indiana).....	499,000	7	June & Dec.	"	1892	....
Ultima, Clinton & Springfield:							2d Mort. ("") guar.....	1,497,000	7	Jan. & July.	"	77-'82	....
1st Mortgage gold.....	2,000,000	7*	March & Sept.	N. Y. & Lond.	1900	....	Indianapolis and St. Louis:						
2d Mortgage gold.....	1,000,000	8*	Jan. & July.	"	1892	....	1st Mortgage.....						
Goshen and Deerpark (Erie):							1st Mortgage.....	2,000,000	7	March & Sept.	"	1919	....
1st Mortgage.....	246,500	7	Jan. & July.	New York.	1888	....	2d Mortgage.....						
Grand Rapids and Indiana:							1st Mortgage.....	1,000,000	7	April & Oct.	"	1919	....
1st Mortgage L. G. guar. gold....	4,000,000	7*	Jan. & July.	New York.	1899	85	2d Mortgage.....						
1st Mort. L. G. not guar. gold....	3,224,000	7*	April & Oct.	"	1899	....	Equipment Mortgage.....	378,000	10	Jan. & July.	"	1900	81
Grand River Valley (Mich. C.):							Ionis and Lansing (D. L. & L. M.):						
1st Mort., assumed by Lessees....	1,000,000	8	Jan. & July.	New York.	1886	94 1/2	1st Mortgage traffic guar.....	770,000	8	Jan. & July.	New York.	1890	....
2d Mortgage, guar. by Lessees....	500,000	8	March & Sept.	"	1879	85	2d Mortgage.....	81,000	8	May & Nov.	"	1886	....
Grand Trunk (Can.):							Iowa Falls and Sioux City:						
Equipment Bonds \$500,000.....	2,500,000	6*	April & Oct.	London.	1877	....	1st Mortgage.....	2,960,000	7	April & Oct.	New York.	1917	80 1/2
Equip'm't Bonds No. 2 \$500,000	2,500,000	6*	Jan. & July.	"	1920	....	Iowa Midland (C. & N. W.):						
Postal & Military b'ds \$1,200,000	6,000,000	6*	Feb. & Aug.	"	Perp.	....	1st Mort., \$18,000 p.m., guar....	1,350,000	8	April & Oct.	New York.	1900	94
1st Preference Bonds \$3,218,149	16,080,745	5*	Jan. & July.	"	Irred.	....	Ironton (Penn.):						
2d Preference Bonds \$2,327,808	11,689,040	4*	"	"	"	....	1st Mortgage.....	100,000	7	May & Nov.	Philadelphia.	1875	....
3d Preference Bonds \$2,163,910	35,819,550	4*	"	"	"	....	Ithaca and Athens (Penn.):						
Provincial Debentures \$2,111,500	15,587,500	....		Ottawa.	....	....	1st Mortgage gold, s.f. fund....	600,000	7*	Jan. & July.	New York.	1890	103 1/2
Great Western of Canada:							Jackson, Lansing & Saginaw (MO):						
Mortgage Bonds \$127,000.....	635,000	6	Jan. & July.	London.	1876	....	1st Mortgage guar.....	1,317,000	8	Jan. & July.	New York.	1885	90
Mortgage Bonds \$247,000.....	2,755,000	6 1/2	April & Oct.	"	77-'78	....	1st Mort. (Northern) Ext. guar....	810,000	8	May & Nov.	"	1890	....
New Bonds \$1,000,000.....	5,000,000	6	June & Dec.	"	1890	....	2d Mortgage guar.....	158,000	8	March & Sept.	"	1878	....
Debenture Bonds \$1,743,100....	8,715,900	6	Jan. & July.	"	Perp.	....	Consolidated Mortgage (236 m.)	1,968,000	8	"	"	1891	60
Great Western Railway of 1869:							Jacksonville, North West & S. East:						
1st Mort., ass'd by T. W. & W.	2,500,000	7	Feb. & Aug.	New York.	1888	92 1/2	1st Mortgage.....	610,000	7*	Jan. & July.	New York.	1902	....
2d Mort., " " " "	2,500,000	7	May & Nov.	"	1893	76 1/2	Jacksonville, Pensac. and Mobile:						
Green Bay and Minnesota:							1st Mortgage.....	472,000	7	Jan. & July.	New York.	1880	....
1st Mortgage.....	2,400,000	7*	Feb. & Aug.	"	1900	....	2d Mortgage.....	3,000,000	8	"	"	1899	....
Greenville and Columbia:							Jameson & Frank (L.S. & M. So.):						
1st Mortgage guar. by S. Car.....	1,425,546	7	Jan. & July.	Columbia.	78-'86	....	1st Mortgage guaranteed.....	433,000	7	Jan. & July.	New York.	1897	....
1st Mortgage not guaranteed....	376,766	7	"	"	78-'86	....	2d Mortgage guaranteed.....	500,000	7	June & Dec.	"	1894	....
Greenwich and Johnsonville:							Jefferson (Erie):						
1st Mortgage.....	185,000	7	May & Nov.	New York.	1889	....	1st Mort. (Hawley Section)....	204,000	7	Jan. & July.	New York.	1887	80
Gulf, Western Texas and Pacific:							2d Mort. ("").....	84,000	7	"	"	1889	....
1st Mortgage (Construction).....	1,386,000	7*	Jan. & July.	"	1902	....	1st Mort. (Carbondale Section).	2,000,000	7	"	"	1889	....
Hannibal and Naples (T. W. & W.):							Jeffersonville, Madison & Indian:						
1st Mortgage.....	675,000	7	May & Nov.	New York.	1898	33	1st Mortgage consol.....	2,474,000	7	April & Oct.	New York.	1906	....
2d Mortgage.....	225,000	7	Jan. & July.	"	1890	....	2d Mortgage consol.....	2,000,000	7	Jan. & July.	"	1910	....
Hannibal & Cent. Mo. (T. W. & W.):							1st Mortgage (Ind. & Mad.) guar.	397,000	7	May & Nov.	"	1881	....
1st Mortgage, tax free.....	1,000,000	7	May & Nov.	New York.	1890	85	Jersey City and Albany:						
2d Mortgage.....	280,000	7	"	"	1892	75	1st Mortgage.....	250,000	7*	Jan. & July.	New York.	1913	....
Hannibal and St. Joseph:							1st Mortgage (Ridgfield Park).	300,000	7	May & Nov.	"	1912	....
Missouri State Loan.....	1,500,000	6	Jan. & July.	New York.	77-'94	106	Joliet and Chicago (C. & Alton):						
Missouri State Loan.....	1,500,000	6	"	"	78-'88	106	1st Mortgage s.f. fund guar....	336,000	8	Jan. & July.	New York.	1882	108
Fifteen years' bonds (277 m.)....	4,000,000	6	March & Sept.	"	1885	85 1/2	Junction, Philadelphia:						
1st Mort. (C. & Palm. R. R. 16 m.)	500,000	6	Feb. & Aug.	"	1892	....	1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	Philadelphia.	1882	101
1st Mort. (K. City & Cam. RR 55 m.)	1,200,000	10	Jan. & July.	"	1886	90	2d Mortgage not guaranteed....	300,000	6	April & Oct.	"	1900	102
General Land Mortgage (277 m.)	642,000	7	April & Oct.	"	1888	106	Junction and Breakwater:						
Harlem Extension:							1st Mort. guar. by Delaware....	352,000	6	Jan. & July.	New York.	1890	....
1st Mortgage.....	4,000,000	7	Jan. & July.	New York.	1890	....	Kalamazoo, Allegan & Gr. Rapids:						
Harrisburg & Lancaster:							1st Mort. assumed by L.S. & M. So.	840,000	8	Jan. & July.	New York.	1888	95
1st Mortgage guar. by Pa. R. R....	700,00												

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Kanana Pacific:							Louisville, Cin. and Lexington:						
1st Mort. (1st Div. 140 m.) gold...	2,240,000	6*	Feb. & Aug.	N. Y. & St. Lo.	1895	....	Bonds to State of Kentucky...	74,519	6	Jan. & July.	New York.	Perp.	....
1st Mort. (2d Div. 253.94 m.) gold...	4,063,000	6*	June & Dec.	"	1895	64	1st Mortgage for Cincinnati Br.	3,000,000	7	"	"	1897	....
1st M. (3d Div. 244.66 m. & 3,000,000 a.)	6,411,000	7*	May & Nov.	N. Y. L. & F.	1899	....	2d Mortgage for Cincinnati Br.	578,000	8	April & Oct.	"	1900	....
1st Mort. (1,000,000 acres) gold...	187,000	7	March & Sept.	N. Y. & St. Lo.	71-76	....	Louisville Loan...	100,000	6	Jan. & July.	"	1881	....
1st Mort. (2,000,000 acres) gold...	1,722,250	7*	Jan. & July.	N. Y. L. & F.	1880	....	1st Mort. (Louisville & Frankf't)	39,000	6	"	"	73-78	....
2d Mort. (") gold...	1,500,000	7*	March & Sept.	"	1886	....	1st Mort. (Louis., Cin. and Lex.)	21,000	8	April & Oct.	"	1902	....
1st Mort. (Leavenworth Branch)	600,000	7	May & Nov.	N. Y. & St. Lo.	1898	....	1st Mortgage (Shelby R. R.)	88,500	8	June & Dec.	"	1881	....
2d Mortgage (Gov't Subsidy)...	6,303,000	6	Jan. & July.	U. S. Treas.	95-97	....	Louisville and Nashville:						
3d Mortgage (Income)...	4,275,350	7	March & Sept.	N. Y. L. & F.	1916	....	Ten Year Mortgage Gold bonds	2,000,000	7*	May & Nov.	New York.	1888	....
Kent County (Del.)							Mort. main office lot & building	80,000	7	"	Louisville.	1883	....
1st Mortgage for \$600,000	400,000	6	Jan. & July.	Philadelphia.	1880	....	1st Mort. (Leb. Br. Ext. 73.2m.)	88,000	7	"	"	80-86	....
Kentucky Central:							1st Mort. (Memphis and Ohio)	3,500,000	7	June & Dec.	New York.	1901	....
2d Mort. (Cov'gton & Lexington)	844,000	7	March & Sept.	New York.	1883	....	1st Mort. (Memph. & Clarkv. Br.)	2,369,710	6*	Feb. & Aug.	"	1902	....
3d Mortgage	237,000	7	June & Dec.	"	1885	....	Consol. M. for \$8,000,000 (392 m.)	7,109,000	7	April & Oct.	"	1898	94
Keokuk and Des Moines:							Louisville Loan	849,000	6	"	"	86-87	....
1st Mortgage	1,947,000	7	April & Oct.	New York.	1904	....	Louisville Loan (Lebanon Br.)	225,000	6	May & Nov.	"	1896	....
Funded Interest	254,300	8	"	"	1884	....	Louisv. Loan (Leb. Br. Exten.)	333,000	6	April & Oct.	Louisville.	1893	90
Keokuk and St. Paul (C.B. & Q.):							Louisv., N. Al. & St. Lo. Air-Line:						
1st Mortgage traffic guar.	318,000	8	April & Oct.	Boston.	1879	101	1st Mortgage gold, \$25,000 p. m.	2,875,000	7*	Jan. & July.	New York.	1892	....
La Crosse, Trempealeau & Prescott:							Macon and Augusta:						
1st Mort. assumed by C. & N.W.	1,000,000	10	April & Oct.	New York.	1878	....	1st Mortgage end. by Ga. R. R.	300,000	7	Jan. & July.	New York.	1877	....
Laf., Blooming. & Miss. (T.W. & W.)	1,300,000	7*	Feb. & Aug.	New York.	1891	70	1st Mortgage not endorsed...	100,000	7	"	"	1887	....
Laf., Muncie & Bloom. (T.W. & W.)	1,500,000	7*	Feb. & Aug.	New York.	1901	40	Construct. Mort. end. by Ga. R.R.	370,000	7	"	"	1879	....
1st Mortgage gold guar.	1,500,000	7*	Feb. & Aug.	New York.	1901	40	Macon and Brunswick:						
Lake Erie and Louisville:							1st Mort. endorsed by Ga.	1,900,000	7	Jan. & July.	New York.	1887	....
1st Mortgage	1,092,000	7	April & Oct.	New York.	1892	....	1st Mort. " "	600,000	7	May & Nov.	"	1900	....
2d Mortgage	690,000	7	Jan. & July.	"	1903	....	2d Mortgage	1,100,000	7	April & Oct.	"	1889	....
Lake Ontario Shore:							Equipment Mortgage	150,000	7	"	"	1879	....
1st Mortgage (\$20,000 pr. m.)	1,438,200	7*	Jan. & July.	New York.	1897	....	Madison and Portage:						
Lake Shore & Michigan South'n:							1st Mort., guar. by Chl. and Sup.	600,000	7*	April & Oct.	New York.	1890	....
Sinking Fund Mortgage	1,140,000	7	April & Oct.	New York.	1879	....	Maine Central:						
Consol. Mort., S.F. Reg'd.	6,850,000	7	J. A. J. & O.	"	1900	108	Consolidated Mortgage	1,880,500	6	April & Oct.	Boston.	1912	95
Consol. Mort., S.F. Coupon	9,105,000	7	Jan. & July.	"	1900	107	\$1,100,000 Loan, tax free	756,880	6	Jan. & July.	"	1898	91
2d Consol. Mort. for \$25,000,000	9,105,000	7	June & Dec.	"	1903	98	Extension (gold) Loan	498,500	6	April & Oct.	"	1900	....
Bonds of 1892 (Reg. & Coupon)	3,395,000	7	April & Oct.	"	1882	....	1st Mort. (Belfast & Moosehead)	150,000	3*	May & Nov.	Belfast & Bos.	1890	....
Lake Shore Dividend Bonds	1,442,000	7	"	"	1899	104	\$1,100,000 (A. & Ken.) Loan	1,100,000	6	Jan. and July.	Boston.	90-91	96
Reg. Mort. (Clev., Pain. & Ash.)	1,000,000	7	Jan. & July.	"	1880	....	1st Mortgage (Portland & Ken.)	217,300	6	April & Oct.	Augusta.	1885	....
3d Mort. (")	1,000,000	7	April & Oct.	"	1892	....	Consol. (Port. & Kennebec) Loan	1,166,700	6	"	Boston.	1896	....
1st Mort. (Mich. S. & Nor. Ind.)	5,258,000	7	May & Nov.	"	1885	....	2d Mort. (Somerset & Kennebec)	260,000	6	June & Dec.	"	1876	....
2d Mort. (")	2,685,906	7	"	"	1877	....	1st Mort. (Leeds & Farmington)	633,000	6	Jan. & July.	"	1901	....
1st Mort. (Cleveland & Toledo)	1,695,000	7	Jan. & July.	"	1885	....	Bath (Androscoggin) Loan	425,000	6	"	"	1891	....
2d Mort. (")	849,000	7	April & Oct.	"	1886	....	Mansfield & Framing. (B.C. & F.):						
Mort. Bonds (Buffalo and Erie)	200,000	7	Jan. & July.	"	1882	....	1st Mortgage, guaranteed	300,000	7	Jan. & July.	Boston.	1880	95
Mort. Bonds (")	300,000	7	March & Sept.	"	1886	....	Marietta and Cincinnati:						
Mort. Bonds (")	2,550,000	7	April & Oct.	"	1898	....	1st Mortgage, Sterling	1,050,000	7*	Feb. & Aug.	London.	1891	....
1st M. (Det'r't, Monroe & Toledo)	924,000	7	Feb. & Aug.	"	1906	....	2d Mortgage Dollar	2,450,000	7	"	Baltimore.	1891	93
1st M. (Kalam. & White Pigeon)	404,000	7	Jan. & July.	"	1887	....	1st Mortgage Dollar	2,500,000	7	May & Nov.	"	1896	52
1st M. (School. & Three Rivers)	100,000	8	"	"	1891	....	3d Mortgage Dollar	3,000,000	8	Jan. & July.	"	1900	22
1st M. (Kalamaz. & Schoolcraft)	190,000	8	"	"	1887	....	4th Mortgage	2,004,000	8	April & Oct.	"	1908	....
1st M. (Kal., Allegan & Gr. Rap.)	840,000	8	"	"	1888	....	1st Mort. (Scioto & Hock. Val.)	300,000	7	May & Nov.	"	1888	....
1st M. (Jamestown & Franklin)	433,000	7	"	"	var	....	Marietta, Pittsburg & Cleveland:						
2d M. (")	500,000	7	June & Dec.	"	1894	....	1st Mortgage gold	1,500,000	7*	Feb. & Aug.	New York.	1895	....
Lake Shore & Tuscarawas Valley:							Marquette, Houghton & Ontonagon:						
1st Mortgage gold	2,000,000	7*	April & Oct.	Cleveland, O.	1901	....	1st Mortgage (Marq. & Ont.)	1,700,000	8	Jun. & Dec.	New York.	1892	89
2d Mortgage, for \$1,000,000	696,000	7	"	"	1892	....	1st Mort. (Houghton and Ont.)	2,000,000	8	Jan. & July.	"	1892	....
Elyria and Black Riv. b'ds ass'd	180,000	7	May & Nov.	"	1892	....	Consolidated Mortgage	1,454,000	8-10	Various.	"	92-03	....
Lake Superior & Mississippi:							Massachusetts Valley (C. & P. R.):						
1st Mort. skg fund gold tax free	4,500,000	7*	Jan. & July.	N.Y.-Bost.-Ph.	1896	20	1st Mortgage guaranteed	400,000	6*	Jan. & July.	Boston.	1889	90
2d Mort. gold tax free and conv.	3,200,000	7*	April & Oct.	"	1900	....	Maryland and Delaware:						
Income Bonds	3,200,000	10	"	"	1902	....	1st Mortgage	850,000	6	May & Nov.	Boston.	1885	20
Lawrence (P. Ft. W. & Chl.):							2d Mortgage	150,000	6	June & Dec.	"	1889	....
1st Mortgage, guaranteed	355,000	7	Feb. & Aug.	New York.	1895	....	Massillon & Cleva. (C.M. V. & D.)						
Leavenworth, Atch. & N. West'n:							1st Mortgage guaranteed, gold	100,000	7*	Jan. & July.	New York.	1890	....
1st Mort. guar. by Fac. of Mo.	500,000	7	April & Oct.	New York.	1899	....	Maysville and Lexington:						
Leaven. Lawrence & Galveston:							1st Mortgage	500,000	7*	Jan. & July.	New York.	1890	....
1st Mort. skg fund conv. gold	5,000,000	10	Jan. & July.	N. Y. & Bost.	1899	21	Memphis and Charleston:						
1st Mort. (K. C. & San. Fe) guar.	720,000	10	May & Nov.	Boston.	1890	....	1st Mortgage, Convertible	1,293,000	7	March & Sept.	New York.	1890	....
1st Mort. (Southern Kan.) guar.	160,000	8	June & Dec.	"	1891	....	2d Mortgage	1,000,000	7	Jan. & July.	"	1885	....
Lehigh and Lackawanna:							Tennessee State Loan	1,814,142	6	"	"	78-79	....
1st Mortgage tax free	300,000	7	Feb. & Aug.	Philadelphia.	1897	....	Income Bonds	600,000	10	March & Sept.	"	....	....
Lehigh Valley:							Memphis and Little Rock:						
1st Mortgage (new loan)	5,000,000	6	June & Dec.	Philadelphia.	1888	109	1st Mortgage (Land Grant)	1,300,000	8	May & Nov.	New York.	1890	....
1st Mortgage (") reg.	6,000,000	6	"	"	1898	110	2d Mortgage	1,000,000	8	"	"	....	....
2d Mortgage for \$5,000,000	6,000,000	7	March & Sept.	"	1910	111	Michigan Air Line (Mich. Cent.):						
General Mort. for \$40,000,000	5,000,000	6*	June & Dec.	"	1923	98	1st Mort. (South Bend Div.) ass'd	200,000	8	May and Nov.	New York.	1890	....
General Mort. registered	5,000,000	6*	"	"	1922	98	Michigan Central:						
Lewisb. Centre & Spruce C. (P. & E.):							1st Mortgage, convertible	556,000	8	April & Oct.	Boston.	1882	....
1st Mortgage	1,545,000	7	May & Nov.	Philadelphia.	1902	....	1st Mortgage sinking fund conv.	1,508,000	8	"	"	1882	113
Lexington & St. Louis (A. & P.):							Consol. Mortgage for \$10,000,000	8,000,000	7	May & Nov.	New York.	1902	105
1st Mortgage gold	900,000	6*	June & Dec.	New York.	1899	....	1st Mort. (Mich. Air Line) ass'd	1,900,000	8	Jan. & July.	"	1890	85
Little Miami:							Equipment Bonds for \$800,000	600,000	8	Apr. and Oct.	N. Y. & Bost.	1883	....
1st Mortgage	1,490,000	6	May & Nov.	New York.	1883	....	Michigan Lake Shore:						
Street Connection Bonds	525,000	6	Jan. & July.	Cincinnati.	1894	....	1st Mortgage	800,000	8	Jan. & July.	New York.	1889	....
Cincinnati Loan	100,000	6	May & Nov.	"	1880	....	Mich. So. and North'n Indiana:						
Little Rock and Fort Smith:							1st Mort. assum'd by L.S. & M.S.	5,255,000	7	May & Nov.	New York.	1885	111
1st Mortgage gold	3,500,000	6*	Jan. & July.	N. Y. & Bost.	1900	....	2d Mort.	2,682,000	7	"	"	1877	102
Land Grant sinking fund	2,000,000	7	"	"	1905	40	Middletown, Unionv. & W. Gap:						
Little Rock, Pine Bl. & N. Orleans:							1st Mortgage tax free	400,000	7	May & Nov.	New York.	1885	....
1st Mortgage	750,000	7	Apr. and Oct.	New York.	1900	4	Midland of Canada:						
Little Schuylkill (Phila. & Rdg.):							1st Mortgage sterling £335,000	1,675,000	6*	May & Nov.	London	1896	....
1st Mortgage, Skg. Fd.	759,500	7	Apr. and Oct.	Philadelphia.	1877	101	Midland Pacific:						
ogsport, Crawf. & S'wain Ind.	1,500,000	8*	F. M. A. & N.	New York.	1900	....	1st Mortgage gold, tax free	1,100,000	7*	Feb. & Aug.	New York.	1899	....
Long Island:							Mifflin and Centre Co. (Pa.):						
1st Mortgage	500,000	6	Jan. & July.	New York.	1875	....	1st Mortgage	200,000	6	Feb. & Aug.	Philadelphia.	1897	....
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	Philadelphia.	1890	....	Milwaukee and St. Paul:						
1st Mortgage (Glen Cove Br.)	150,000	6	May & Nov.	"	1893	....	See Chicago, Mil. & St. Paul						
General Mortgage	775,000	7	"	New York.	1899	102	Milwaukee, Lake Sh. & Western:						

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Minneapolis & St. L. (Nor. Pacific)	\$ 700,000	7*	Jan. & July.	New York.	1911	....	N.O., Jack. & Gt. N. (N.O. St. L. & C.):	\$ 3,000,000	8	Jan. & July.	New York.	1886	....
1st Mortgage gold, guaranteed..							2d Mortgage for \$3,000,000.....	1,500,000	8	April & Oct.	"	1890	....
Minnesota and North Western:							Consol. Mort. for \$3,000,000.....	3,000,000	7*	Jan. & July.	"	1912	....
1st Mort. gold, skg fd & tax free	20,000pm	7*	Jan. & July.	Detroit.	1890	....	New Orleans, Mobile and Texas:						
Mississippi Cent. (N.O. St. L. & Chi.):							1st Mort. (Mobile to N. Orleans)	4,000,000	7*	Jan. & July.	N. Y. & Lond.	1915	....
1st Mortgage.....	1,012,500	7	May & Nov.	New York.	'74-'84	....	1st Mort. (N. Orleans to Texas)	7,250,000	8	"	New York.	1915	....
2d Mortgage.....	2,000,000	8	Feb. & Aug.	"	1888	....	2d Mort. endorsed by Louisiana	2,825,000	8	"	"	1915	....
General Mort. for \$8,000,000 gold	3,708,500	7*	May & Nov.	"	1912	....	New York, Boston and Montreal:						
Mississippi, Ouchita & Red Riv.							1st Mortgage for \$12,250,000.....	6,617,500	7*	Feb. & Aug.	N. Y. or Lond.	1903	....
1st Mortgage gold.....	2,040,000	7*	Jan. & July.	.....	1900	....	New York & Canada (D. & H. C.):						
Mississippi and Tennessee:							1st Mort. for \$300,000, guar.....	4,000,000	6*	May & Nov.	London.	1904	....
1st Mortgage.....	600,000	7	April & Oct.	Memphis.	1876	....	New York Central & Hudson R.						
Consolidated Mortgage.....	1,254,000	8	Jan. & July.	"	'81-'93	....	Debt Certificates (N. Y. Cent.)	6,632,900	6	May & Nov.	New York.	1883	107
Tennessee State Loan.....	430,547	8	"	"	"	....	Bonds for B. & N. F. stks (")	74,500	6	May & Nov.	"	1883	....
Mississippi Valley and Western:							Bonds for R. R. Stocks (")	592,000	6	"	"	1883	104
1st Mortgage \$20,000 p. m.....	800,000	7	Feb. & Aug.	New York.	1902	....	Bonds for Real Estate (")	162,000	6	"	"	1883	104
Missouri, Iowa and Nebraska:							Bonds of 1864 renewed (")	2,391,000	6	June & Dec.	"	1887	105
1st Mortgage gold, sinking fund.	2,000,000	7*	June & Dec.	.....	1910	....	2d Mort. (Hudson River) S. F.	1,794,000	7	"	"	1885	112
Missouri, Kansas and Texas:							Bonds of 1871, tax free.....	1,950,000	7	April & Oct.	"	1891	....
1st Mort. (U. Pac. S. Br.) skg fund	3,220,000	6*	Jan. & July.	New York.	1899	....	1st Mort., coup. }						
1st Mort. (Teb. & Neosho) S. F.	362,000	7*	June & Dec.	"	1903	....	1st Mort., reg'd }						
Consol. Land Grant, skg fd gold	10,418,000	7*	Feb. & Aug.	"	1904	58	1st Mort., coup. for \$30,000,000	18,465,000	7	Jan. & July.	"	1903	117
Additional Consol. Mort.....	2,500,000	7	"	"	1905	....	1st Mort. Sterling for £2,000,000	9,733,333	6*	"	London.	1903	....
Further Add. Consol. Mort.....	600,000	7	"	"	1906	....	New York and Harlem:						
Missouri River, Ft. Scott & Gulf:							Consolidated Mortgage of 1863..	103,000	6	Feb. & Aug.	New York.	1893	....
1st Mortgage, Land Grant, S. F.	5,000,000	10	Jan. & July.	New York.	1889	02	Sinking Fund Mortgage of 1861.	107,704	7	Jan. & July.	"	1881	....
2d Mortgage.....	2,000,000	10	April & Oct.	N. Y. & Bos.	1890	....	Consol. Mort. of 1872, coupon.	10,500,000	7	May & Nov.	"	1900	117
Mobile and Girard.....							Consol. Mort. of 1872, reg.....				"	1900	117
1st Mortgage.....	377,500	7	Jan. & July.	Savannah.	1876	....	N. York, Housatonic & Northern:						
2d Mortgage.....	300,000	8	"	New York.	1889	....	1st Mortgage.....	249,000	7*	April & Oct.	New York.	1902	....
Plain bonds.....	35,500	8	"	Savannah.	1887	....	New York, Kingston & Syracuse:						
Mobile and Montgomery:							1st Mort. for \$4,000,000.....	2,500,000	7*	Jan. & July.	New York.	1902	....
1st Mort. endor. by State of Ala.	2,484,000	8*	May & Nov.	New York.	1900	....	1st Mort. (Harlem & Portchester)	2,000,000	7	.....	New York.	1903	....
2d Mortgage.....	800,000	8	"	"	1900	....	New York and New England:						
Mobile and Ohio:							1st mortgage, old.....	923,000	7	March & Sept.	Boston.	1884	....
1st Mortgage Sterling.....	5,686,000	6*	May & Nov.	Mob. & Lond.	1883	....	1st mortgage, new.....	243,000	7	Jan. & July.	Boston.	1905	....
Interest bonds.....	1,524,300	8	"	Mobile.	'76-'83	....	New York and Oswego Midland:						
Sterling Interest bonds.....	709,920	6*	"	London.	1883	....	1st Mortgage gold, tax free.....	8,000,000	7*	Jan. & July.	New York.	1894	....
Tennessee Substitution Bonds..	1,688,000	7*	Jan. & July.	N. Y. & Lond.	1901	....	2d Mortgage convertible.....	2,500,000	7	May & Nov.	"	1895	....
Special Mort. (Galveston Br'h)	58,000	8	May & Nov.	Mobile.	1877	....	2d Mortgage non-convertible...	1,500,000	7	"	"	1896	....
2d Mortgage.....	1,453,858	7*	March.	"	1877	....	3d Mort., Equipment.....	3,800,000	7	.....	"	....	....
Consol. Mort. for \$15,000,000...	977,550	7*	Jan. & July.	N. Y. & Lond.	1904	....	1st Mort. (West. Extension)...	2,425,000	7	.....	"	....	....
Convertible 3 per cent. bonds...	977,550	8	M. J. S. & D.	New York.	....	....	Consolidated Mortgage.....	1,200,000	7	.....	"	....	....
1st Mortgage gold, guar.....	1,800,000	7*	March & Sept.	New York.	....	....	New York, Providence & Boston:						
2d Mortgage.....	780,000	7	"	"	....	....	1st Mortgage.....	76,000	6	Feb. & Aug.	New York.	1878	....
Income Mortgage.....	888,400	7	"	"	....	....	Extension Bonds.....	250,000	6	May & Nov.	"	'78-'81	....
Montgomery and Erie (Erie):							General Mort. for \$1,000,000...	837,000	7	Jan. & July.	"	1899	....
1st Mortgage.....	127,600	7	May & Nov.	New York.	1888	....	Norfolk & Petersburg (A. M. & O.):						
2d Mortgage.....	47,000	7	April & Oct.	"	1887	....	1st Mortgage.....	306,000	8	Jan. & July.	New York.	1877	88
Montgomery and Eufaula:							1st Mortgage.....	157,000	7	"	"	1877	84
1st Mortgage end. by Ala. gold.	1,040,000	8*	March & Sept.	New York.	1886	....	2d Mortgage.....	454,000	8	"	Norfolk.	1893	80
1st Mortgage not endorsed.....	330,000	8	June and Dec.	"	1900	....	North Carolina:						
Monticello and Port Jervis:							1st Mortgage.....	375,000	8	May & Nov.	Co's Shops, N.C.	1878	....
1st Mortgage gold, tax free.....	500,000	7*	J. A. J. & O.	New York.	1890	....	North Eastern (S. Car.):						
Morris and Essex (D. L. & W.):							1st Mortgage.....	820,000	8	March & Sept.	Charleston.	1890	....
1st Mortgage sinking fund, guar.	5,000,000	7	May & Nov.	New York.	1914	115	2d Mortgage.....	232,500	8	"	"	1899	....
2d Mortgage guar.....	8,000,000	7	Feb. & Aug.	"	1891	103	North Missouri (St. L., K. C. & N.):						
Convertible bonds.....	384,000	7	Jan. & July.	"	1900	....	1st Mortgage.....	3,000,000	7	Jan. & July.	New York.	1895	100
Construction bonds.....	673,000	7	Feb. and Aug.	"	1889	100	North Pennsylvania:						
Gen'l M. (1st on Boonton Br.) gr.	4,991,000	7	April & Oct.	"	1901	96	1st Mortgage.....	1,930,500	6	Jan. & July.	Philadelphia.	1885	106
Special Mortgage.....	1,025,000	7	"	"	....	....	2d Mortgage.....	1,500,000	7	May & Nov.	"	1896	112
Consol. mort. for \$25,000,000 guar	3,239,000	7	June & Dec.	"	1915	90	General Mortgage.....	2,035,000	7	Jan. & July.	"	1903	106
Nashville, Chattanooga & St. Louis:							North Shore (Flush, N. S. & Cent):						
1st Mort., endorsed by Tenn.....	1,100,000	6	Jan. & July.	New York.	'74-'83	....	1st Mortgage.....	135,000	7	Feb. & Aug.	New York.	1887	....
2d Mort. (Held by U. S. Gov.)...	1,000,000	4	"	"	'81-'91	....	Northern Central:						
New Mortgage.....	4,700,000	7	"	"	1913	32	1st Mortgage, Md. State loan...	1,500,000	6	J. A. J. & O.	Annapolis.	Irred.	....
Nashville and Decatur (L. & Nash.):							2d Mortgage S. F. Coupon.....	1,490,000	6	Jan. & July.	Baltimore.	1885	105
1st Mortgage sinking fund, guar.	1,900,000	7	Jan. & July.	New York.	1900	92	3d Mortgage Coupon.....	1,126,000	6	April & Oct.	Phila. & Balt.	1900	100
2d Mortgage gold.....	206,000	6*	April & Oct.	Nashville.	1887	....	Mortgage coupon.....	2,599,000	6*	Jan. & July.	Baltimore.	1900	95
Nashua and Lowell:							Mortgage registered.....	205,000	6*	April & Oct.	"	1900	....
Bonds for freight depot.....	200,000	6*	Feb. & Aug.	Boston.	1892	102	Consol. General Mort. S. F.....	2,925,000	6*	Jan. & July.	Lond. & Balt.	1904	....
Newark and New York (C. of N. J.):							Second General Mort. coupon...	3,000,000	5	"	Baltimore.	1926	....
1st Mortgage guar.....	800,000	7	Jan. & July.	New York.	1891	....	Second General Mort. coupon..	1,900,000	6	"	"	1926	....
Newark, Somerset & Stratville:							Northern New Jersey (Erie):						
1st Mortgage gold.....	800,000	7*	May & Nov.	New York.	1889	98	1st Mortgage skg fd guar.....	400,000	7	Jan. & July.	Jersey City.	1878	....
New Bedford:							Northern Pacific:						
1st Mort. (New Bed. & Taunton)	171,500	6	Jan. & July.	Boston.	1881	98	1st Mort. on R. R. & lands gold..	4,000,000	7.3	Jan. & July.	New York.	1900	11
New Issue for \$380,000.....	400,000	7	"	"	1894	105	Northwestern Virginia:						
New Haven and Derby:							3d Mort., assumed by B. and O.	140,000	6	Jan. & July.	Baltimore.	1885	100
1st Mortgage.....	525,000	7	Various.	New Haven.	'98-'00	....	Northwestern Union (C. & N. W.):						
New H. Middle'n & Willman:							1st Mortgage.....	3,500,000	7*	March & Sept.	New York.	1917	....
1st Mortgage (coup. & reg).....	3,000,000	7	May & Nov.	New York.	1889	....	Norwich & Worcester (B. H. & E.):						
2d Mortgage.....	2,000,000	7	"	"	1881	....	1st Mort. Mass. Loan, skg. fd...	400,000	6*	Jan. & July.	Boston.	1877	....
New Haven and Northampton:							Construction Bonds.....	400,000	6	March & Sept.	"	1897	....
1st Mortgage.....	1,000,000	7	Jan. & July.	N. Y. & N. H.	1899	....	Nyack and Northern:						
Convertible bonds, tax free.....	750,000	6	April & Oct.	"	'80-'82	....	1st Mortgage.....	150,000	7	Jan. & July.	New York.	1	

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Oil Creek (Pittsb., T. & Buffalo):	\$						Philadelphia, Wilmington & Balt.	\$					
1st Mortgage.....	580,000	7	April & Oct.	Philadelphia.	1896	86	Mortgage Loan, convertible....	265,000	6	Jan. & July.	Phila. & Bost.	1884	103 1/2
Omaha and Northwestern:							Loan of 1887.....	1,000,000	6	April & Oct.	" "	1887	...
1st Mort. Land Grant, Gold.....	16,000 pm	7 3/4	Jan. & July.	New York.	1901	....	Loan of 1872.....	700,000	6	" "	" "	1892	104 1/2
Omaha and Southwestern:							Loan of 1875.....	800,000	6	" "	" "	1900	...
1st Mortgage \$20,000 p. m.....	1,024,000	8	June & Dec.	Boston.	1896	06 1/2	Pickering Valley (Phila. & Rdg):						
Orange, Alex. and Manassas—							1st Mortgage, guaranteed.....	331,800	7	April & Oct.	Philadelphia.	1900	58
See Wash. C., Va. Mid. & Gt. So.							Pittsburg, Cin. & St. Louis (Pa.):						
Oregon and California:							1st Mort. (Col. & Newark Div.)	775,000	7	Jan. & July.	Philadelphia	1890	...
1st Mortgage gold.....	10,950,000	7*	April & Oct.	New York.	...	...	1st Mort. (Steub. & Ind.) conv.	3,000,000	6	Monthly.	New York.	1884	85
Osaage Valley & Southern Kansas:							Consol. Mortgage for \$10,000,000.	6,222,000	7	Feb. & Aug.	Philadelphia	1890	72
1st Mortgage (5-20 years).....	200,000	10	Jan. & July.	New York.	1888	...	Consolidated 2d Mortgage.....	5,000,000	7	April & Oct.	" "	1913	...
Oshkosh & Miss. (C., M. & S. P.):							Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage.....	240,000	8	Jan. & July.	New York.	1891	....	1st Mortgage (Series A).....	875,000	7	Jan. & July.	New York.	1912	118
Oswego and Rome (R. W. & O.):							1st Mortgage (Series B).....	875,000	7	Feb. & Aug.	" "	1912	...
1st Mortgage.....	500,000	7	May & Nov.	New York.	1916	....	1st Mortgage (Series C).....	875,000	7	March & Sept.	" "	1912	...
Income Mortgage.....	112,100	6	Feb. & Aug.	" "	1891	....	1st Mortgage (Series D).....	875,000	7	April & Oct.	" "	1912	...
Oswego and Syracuse (D. L. & W.):							1st Mortgage (Series E).....	875,000	7	May & Nov.	" "	1912	...
1st Mortgage, guaranteed.....	201,000	7	May & Nov.	New York.	1885	...	1st Mortgage (Series F).....	875,000	7	June & Dec.	" "	1912	...
Ottawa, Oswego & Fox River:							2d Mortgage (Series G).....	860,000	7	Jan. & July.	" "	1912	111
1st Mortgage guar. by C. B. & Q.	1,079,000	8	Jan. & July.	N. Y. & Bost.	1900	106	2d Mortgage (Series H).....	860,000	7	Feb. & Aug.	" "	1912	...
Owensboro and Russellville.							2d Mortgage (Series I).....	860,000	7	March & Sept.	" "	1912	...
1st Mortgage for \$1,500,000.....	1,500,000	8	Feb. & Aug.	New York.	1892	....	2d Mortgage (Series K).....	860,000	7	April & Oct.	" "	1912	...
Pacific of Missouri:							2d Mortgage (Series L).....	860,000	7	May & Nov.	" "	1912	...
1st Mortgage gold.....	7,000,000	6 1/2	Feb. & Aug.	New York.	1888	97	2d Mortgage (Series M).....	860,000	7	June & Dec.	" "	1912	...
2d Mortgage sinking fund.....	2,650,000	7	Jan. & July.	" "	1891	91	3d Mortgage.....	2,000,000	7	April & Oct.	" "	1912	100 1/2
3d Mortgage.....	4,000,000	7	May & Nov.	" "	...	...	Construction bonds of Jan. 1, 1900.	100,000	7	Jan. & July.	New York.	1887	...
St. Louis County Debt.....	700,800	7	Monthly.	St. Louis.	1885	...	Equipment bonds.....	1,000,000	8	March & Sept.	" "	1894	...
Real Estate Bonds.....	800,000	8	May & Nov.	New York.	1892	...	Pittsburg, Va. and Charleston:						
1st Mort. (Carondelet Branch).....	500,000	6 1/2	April & Oct.	" "	1893	70	1st Mortgage.....	700,000	7	April & Oct.	New York.	1902	...
Paducah and Memphis:							Pittsburg, Washington & Baltimore:						
1st Mortgage gold for \$2,505,000.	1,541,000	7 1/2	Feb. & Aug.	New York.	1902	....	1st Mort. (Pittsb. & Conn'lville).....	4,000,000	7	Jan. & July.	Baltimore.	1898	101 1/2
Panama:							2d Mort. do. (Balt. Loan).....	5,000,000	6	May & Nov.	" "	1902	...
General Mortgage, stg £597,800.	2,889,330	7 1/2	April & Oct.	London.	1897	....	1st Mort. (Turtle Cr. Div. 10 1/2 m)	400,000	6	Feb. & Aug.	Pittsburg.	1889	...
Paris and Decatur:							Real Estate Mortgage.....	100,000	6	.....	" "	1883	...
1st Mortgage gold, S. F.....	1,200,000	7 1/2	Jan. & July.	N. Y. & Lond.	1892	....	Plymouth, Kankakee & Pacific:						
Paterson and Newark (Erie):							1st Mortgage for \$3,800,000.....	20,000 pm	7 1/2	Jan. & July.	New York.	1901	...
1st Mortgage guaranteed.....	500,000	7	Jan. & July.	New York.	1878	...	Port Huron and Lake Michigan:						
Pekin, Linc. & Decatur (TW & W):							1st Mortgage gold, for \$1,800,000.	1,800,000	7 1/2	May & Nov.	New York.	1899	...
1st Mortgage, guaranteed.....	1,076,000	7	Feb. & Aug.	New York.	1900	60	Portland & Ogdensburg (Me. & N.H.):						
Pemberton & Hights (U. C. of N.J.):							1st Mort. (Maine Section) gold..	800,000	6 1/2	Jan. & July.	Boston.	1900	...
1st Mortgage guaranteed.....	160,000	7	Jan. & July.	Philadelphia.	1889	105	Consol. Mort. gold, for \$3,300,000.	149,000	6 1/2	May & Nov.	" "	1901	15
Peninsular (Mich.) Railway:							Portland and Ogdensburg (Vt.):						
1st Mortgage gold (S. F.) 1st series	1,800,000	7 1/2	May & Nov.	N. Y. or Lond.	1899	...	1st Mortgage gold, for \$2,300,000.	1,200,000	6 1/2	May & Nov.	N. Y. & Bost.	1891	46
1st Mortgage gold (S. F.) 2d series	2,000,000	7 1/2	Jan. & July.	" "	1900	...	Portland and Oxford Central:						
Mortgage.....	640,000	7	Feb. and Aug.	New York.	1881	...	1st Mortgage of 1883.....	250,000	6	Jan. & July.	Portland.	1883	...
Pennsylvania:							Portland and Rochester:						
1st Mort. (Harrisburg to Pittsburg)	4,970,000	6	Jan. & July.	Philadelphia.	1880	105 1/2	1st Mort. (Portland Loan) skg fd	700,000	6	Jan. & July.	Boston.	1887	...
General Mortgage.....	19,999,780	6	J. A. J. & O.	Philadelphia.	1910	136	1st Mortgage (equal lien).....	100,000	7	April & Oct.	" "	1887	...
(General Mortgage, registered.)							2d Mort. (Portland Loan).....	395,500	6	Mar. & Sept.	" "	1891	...
Consolidated Mortgage.....	29,250,000	6 1/2	Jan. & July.	London.	1905	105 1/2	Port Royal (S. C.):						
State lien for \$7,500,000, skg fd	4,795,108	5	April & Oct.	Philadelphia.	177-90	...	1st Mortgage gold, skg fd.....	2,000,000	7 1/2	May & Nov.	N. Y. & Lond.	1889	...
Pennsylvania Coal:							1st Mort. gold, guar. by Ga. R. R.	500,000	7 1/2	.....	" "	1889	...
1st Mortgage.....	487,500	7	Feb. and Aug.	New York	1881	....	Portsmouth, Gt. Falls & Conway:						
Pennsylvania and Delaware:							1st Mort., guar. by Eastern R.R.	514,000	7	June and Dec.	Boston.	1893	43
1st Mortgage.....	1,083,000	7	Feb. & Aug.	Philadelphia.	1903	....	Poughkeepsie and Eastern:						
2d Mortgage.....	519,000	7	April & Oct.	" "	1903	....	1st Mort. gold, conv. & tax free..	644,500	7 1/2	Jan. & July.	New York.	1910	...
Pennsylvania & New York (L. V.):							2d Mortgage.....	78,000	7	" "	" "	...	...
1st Mortgage guaranteed.....	1,500,000	7	June & Dec.	Philadelphia.	1896	109 1/2	Providence and Worcester:						
1st Mortgage guaranteed.....	1,500,000	7	" "	" "	1906	...	1st Mortgage.....	500,000	6	Jan. & July.	Providence.	1880	...
Peoria & Bureau Val (C. R. I. & P.):							Stoughton Branch bonds.....	1,000,000	6	" "	" "	...	...
1st Mortgage guaranteed.....	600,000	8	Jan. & July.	New York.	1877	...	Quincy, Alton and St. Louis:						
Peoria & Hannibal (C. B. & Q.):							1st Mortgage gold.....	1,000,000	7 1/2	May & Nov.	Philadelphia.	1882	...
1st Mortgage, traffic guarantee..	277,000	8	Jan. & July.	Boston.	1878	101 1/2	Quincy and Palmyra:						
Peoria, Pekin and Jacksonville:							1st Mort. assumed by H. & St. Jo.	500,000	8	Feb. & Aug.	New York.	1892	...
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1894	....	Quincy and Toledo (T. W. & W.):						
2d Mort. conv. & tax free.....	1,000,000	7	April & Oct.	" "	1900	....	1st Mortgage, guaranteed.....	500,000	7	May & Nov.	New York.	1890	71
Peoria and Rock Island:							Quincy & Warsaw (C. B. & Q.):						
1st Mort. gold, conv. & tax free.	1,500,000	7 1/2	Feb. & Aug.	N. Y. & Lond.	1900	...	1st Mortgage, guaranteed.....	725,000	8	Jan. & July.	Boston.	1890	107
2d Mortgage.....	150,000	10	Jan. & July.	New York.	1900	...	Reading and Columbia (P. & R.):						
Perkiomen (Phila. and Rdg):							1st Mort., Coupon, guaranteed..	650,000	7	March & Sept.	New York.	1892	97
1st Mortgage, guaranteed.....	619,000	6	April & Oct.	Philadelphia.	1897	70	2d Mort., Coupon, guaranteed..	350,000	7	June & Dec.	Columbia.	1894	...
Petersburg:							Rensselaer and Saratoga:						
1st Mortgage (instalments).....	341,500	8	Jan. & July.	New York.	179-98	84 1/2	2d Mortgage.....	300,000	7	Jan. & July.	Troy.	1890	114
2d Mortgage.....	500,000	8	" "	" "	1902	...	3d Mortgage.....	150,000	7	" "	" "	1887	...
Philadelphia and Atl. City:							1st Mort. (Saratoga & Whitehall)	400,000	7	March & Sept.	New York.	1896	...
Mortgage for \$500,000.....	350,000	7	Jan. & July.	Philadelphia.	1907	....	1st Mort. (Troy, Salem & Rutl.)	500,000	7	May and Nov.	" "	1890	...
Philadelphia and Baltimore Cent:							1st Mortgage (Glenn's Falls)....	125,000	7	Jan. & July.	" "	1894	...
1st Mortgage (Penn. Div. 3 1/2 m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....	Consol. Mort. for \$2,000,000.....	1,785,500	7	May and Nov.	" "	1921	92
1st Mortgage (Md. Div. 9 1/2 m.)	300,000	6	" "	" "	1891	...	New Gen'l Mort. for \$6,000,000.	1,092,000	6 1/2	.....	" "	...	...
2d Mortgage (Pa. & Md. 4 1/2 m.)	400,000	7	" "	" "	1900	...	Richmond and Danville:						
Philadelphia and Erie (Penn.):							Virginia State Loan, skg fund..	600,000	6	Jan. & July.	Richmond.	1880	...
1st Mort. (Sunbury & Erie 40m)	1,000,000	7	Apr. and Oct.	Philadelphia.	1897	108	Virginia State guar. bonds.....	157,900	6	" "	" "	1878	...
1st Mortgage.....	5,000,000	6	" "	" "	1881	101 1/2	1st Mort. (Piedmont Branch)....	500,000	8	.....	" "	1888	...
2d Mortgage.....	3,000,000	6	Jan. & July.	" "	1888	98 1/2	1st Mort. (Northwestern, N. C.)	500,000	6 1/2	April & Oct.	N. Y. or Rich.	...	...
General Mort. for \$20,000,000.....	7,652,000	6 1/2	" "	Phil. or Lond.	1920	...	Consolidated Mortgage.....	1,768,000	6	May and Nov.	New York.	175-90	

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Saginaw Valley and St. Louis:	\$						South Carolina:	\$					
1st Mortgage.....	346,000	8	May & Nov.	Saginaw.	1892	....	1st Mortgage Sterling.....	1,482,667	5*	Jan. & July.	London.	'82-'88	....
Saint Croix and Penobscot:							1st Mortgage (L.) currency.....	1,061,500	7	" " "	New York.	'78-'88	....
1st Mort. (Cal. & Baring).....	95,200	6	Jan. & July.	Calis, Me.	1879	....	2d Mort. for \$3,000,000.....	1,266,500	7	April & Oct.	"	1902	....
2d Mort. (").....	17,500	6	" " "	"	1879	....	Domestic (I) Bonds.....	1,061,500	7	April & Oct.	Charleston.	1891	....
Calais Loan (Lewey's Island)...	115,000	6	June & Dec.	"	1876	....	Domestic (K) Bonds.....	63,500	6	Jan. & July.	"	'80-'92	....
St. Joseph & Denver City:							South Georgia and Florida:						
1st Mort. (E. D.) gold tax free.....	1,500,000	8*	Feb. & Aug.	N. Y. & Lond.	1899	....	1st Mort. assumed by Atl. & Gulf	464,000	7	May & Nov.	New York.	1888	....
1st M. (W.D.) land grant, g'd tax fr	6,500,000	8*	" " "	"	1900	....	2d Mort. " " "	200,000	7	" " "	"	1889	....
St. Joseph and St. Louis:							South Mountain Iron (Cumb. Val.):						
1st Mortgage.....	1,000,000	6	May & Nov.	New York	1893	....	1st Mortgage guaranteed.....	200,000	6	June & Dec.	Philadelphia.	1888	....
St. Louis, Alton and Terre Haute:							2d Mortgage for \$200,000.....	177,500	7	March & Sept.	"	1884	....
1st Mortgage skg f'd. (Series A).....	1,100,000	7	Jan. & July.	New York.	1894	116 1/2	South and North Alabama.						
1st Mortgage skg f'd. (Series B).....	1,100,000	7	April & Oct.	"	1894	110	1st Mort. endor. by Ala. gold...	391,000	8*	Jan. & July.	New York.	1890	....
2d Mortgage preferred (Series C).....	1,400,000	7	Feb. & Aug.	"	1894	85 1/2	Sterling Mort., guar. by L. & N.	£1,038,000	6*	May & Nov.	London.	....	....
2d Mortgage preferred (Series D).....	1,400,000	7	May & Nov.	"	1894	70	South Pacific (Atl. and Pac.)						
2d Mortgage Income (Series E).....	1,700,000	7	" " "	"	1894	....	1st Mortgage gold, assumed.....	7,188,500	6*	Jan. & July.	New York.	1888	76 1/2
Equipment Mortgage.....	300,000	10	March & Sept.	"	1894	....	South Shore (Mass.):						
St. Louis, Iron Mt. and Southern:							1st Mortgage, sinking fund.....	150,000	6	April & Oct.	Boston	'80-'81	90 1/2
1st Mort. (St. Louis & Iron Mt.).....	4,000,000	7	Feb. & Aug.	New York.	1892	97	South Side, Va. (A. M. and O.):						
2d Mort. (").....	6,000,000	7*	May & Nov.	"	1897	76	1st preferred bonds.....	675,000	8	Jan. & July.	New York.	'84-'90	86
1st Mort. L.G. (Arkansas Brh).....	2,500,000	7*	June & Dec.	"	1897	....	2d preferred bonds.....	621,000	6	" " "	"	'84-'90	71
1st Mort. (Calro, Ark. & Tex.).....	1,500,000	7*	" " "	"	1897	....	3d preferred bonds.....	452,500	6	" " "	"	'84-'90	60
Consolidated Mortgage.....	1,500,000	7	" " "	"	1899	....	Southern Central (N. Y.):						
St. Louis, Jacksonville & Chicago:							1st Mortgage, skg fund conv.....	1,500,000	7	Feb. & Aug.	New York.	1890	....
1st Mortgage.....	2,929,000	7	April & Oct.	New York.	1894	....	2d Mortgage.....	600,000	7*	March & Sept.	"	1882	108
2d Mortgage.....	648,000	7	Jan. & July.	"	1898	....	Southern Iowa and Cedar Rapids:						
St. Louis, Kansas City & North:							1st Mortgage gold.....	1,500,000	7*	May & Nov.	New York.	1900	....
1st Mortgage (North Missouri)	6,000,000	7	Jan. & July.	New York.	1895	101 1/2	Southern of L. L:						
Real estate & 2d M. for \$3,000,000	993,000	7	March & Sept.	"	1899	....	1st Mortgage (South Side R. R.)	750,000	7	March & Sept.	New York.	1887	....
St. Louis, Lawrence and Denver:							2d Mort., Sinking Fund.....	1,500,000	7	May & Nov.	"	1900	80
1st Mort. guar. by Atl. and Pac.	1,020,000	6*	Jan. & July.	New York.	1901	....	Southern Minnesota:						
St. Louis and South Eastern:							1st Mortgage land grant tax free	3,340,000	8	Apr. & Oct.	New York.	'78-'88	....
1st Mort. gold skg fund conv.....	2,207,000	7	May & Nov.	New York.	1894	....	2d Mortgage, land grant.....	1,252,000	7	Jan. & July.	"	1890	....
1st M. (Evans, D.) gold skg f'd. con	1,000,000	7	" " "	"	1896	....	Southern (Cal.) Pacific:						
1st Mort. (Evans, Hen. & Nash.).....	1,000,000	7	Jan. & July.	"	1897	....	1st Mortgage gold for \$28,000,000.	11,000,000	6*	April & Oct.	New York.	....	....
Consol. Mort. Skg. Fund.....	2,000,000	7	Feb. & Aug.	"	1902	....	Southern Pennsylvania:						
St. Louis, Van. & T. H. (T.H. & L.):							1st Mortgage gold.....	625,000	7*	March & Sept.	Philadelphia.	1900	....
1st Mortgage, guaranteed.....	1,899,000	7	Jan. & July.	New York.	1897	....	2d Mortgage gold.....	88,000	7*	" " "	"	1880	....
2d Mortgage, (A.) guaranteed.....	1,600,000	7	May & Nov.	"	1898	....	South Western (Gen. of Ga):						
2d Mortgage (B.) convertible.....	1,000,000	7	" " "	"	1898	....	Plain Bonds, various conv.....	391,000	7	various.	Macon.	'72-'86	....
Income Mortgage.....	1,000,000	7	March 1.	Pittsburg.	1901	....	1st Mortgage (Muscoogee) conv.....	300,000	7	" " "	"	'72-'76	....
St. Paul and Iowa Southwestern:							Spartanburg and Union:						
1st Mortgage.....	4,500,000	7*	May & Nov.	.....	1903	....	1st Mortgage, end. by S. Car.....	350,000	7	Jan. & July.	Charleston.	1879	....
St. Paul and Pacific 1st Division:							1st Mortgage not endorsed.....	198,370	7	" " "	"	1879	....
1st Mort. (St. P. to St. Anth.) 10m.	120,000	8	March & Sept.	New York.	1892	....	Springfield, Athol & Northeastern:						
1st M. (St. Paul to Watab) 80m.	386,000	7	Jan. & July.	"	1892	....	1st Mortgage.....	416,000	7	Jan. & July.	Boston.	'83-'91	....
2d Mort. (do.) & 1st land gr.	1,145,750	7	June & Dec.	"	1892	....	Springfield & Illinois St. Eastern:						
1st M. (Main L.) R.R. & Lands.	3,000,000	7*	May & Nov.	London.	....	....	1st Mortgage gold, tax free.....	3,400,000	7*	Feb. & Aug.	New York.	1899	....
2d M. (do.) R.R. & Lands.	8,500,000	7*	" " "	"	....	....	2d Mortgage gold, tax free.....	446,000	7*	April & Oct.	"	1900	....
General Mortgage for \$15,000,000		7*	" " "	"	....	....	Springfield and Northwestern:						
St. Paul, Stillwater & Taylor's F.:							1st Mortgage gold, skg fund.....	500,000	7*	Feb. & Aug.	New York.	1901	....
1st Mortgage.....	450,000	8	Jan. & July.	New York.	1901	....	Staten Island:						
Salem (West Jersey):							1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886	56
1st Mortgage guar.....	100,000	6	Jan. & July.	Philadelphia.	1878	....	Stinstead, Shefford and Chamblay:						
Salem and Lowell (B. & L.):							1st Mort., Guar. by Cent. Verm.	500,000	7	Jan. & July.	Boston.	1887	35
1st Mortgage.....	226,900	6	Feb. & Aug.	Boston.	1878	95	Sullivan (Central Verm.):						
Sand, Mansfield & Newark (B.O.):							2d Mortgage.....	250,000	6	Feb. & Aug.	Boston.	1881	....
1st Mortgage guaranteed.....	2,301,000	7	Jan. & July.	New York.	1900	91	Sullivan and Erie:						
Saratoga & Whitehall (R. & S.):							1st Mortgage, skg fund.....	1,000,000	7	May & Nov.	New York.	1886	....
1st Mortgage, guaranteed.....	400,000	7	March & Sept.	New York.	1886	....	Summit Branch:						
Savannah, Albany & Gulf (A & G):							1st Mortgage.....	800,000	7	Jan. & July.	N.Y., Bos. Ph.	1904	97 1/2
Sectional Mort.....	310,000	7	Jan. & July.	New York.	Var.	....	Sunbury and Lewiston:						
Savannah and Charleston:							1st Mortgage gold.....	1,200,000	7*	April & Oct.	Philadelphia.	1890	....
1st Mortgage (Sav. & Char.).....	500,000	7	Jan. & July.	New York.	1889	....	Income Mort. gold.....	200,000	6*	" " "	"	1891	....
State guaranteed (C. & S.) bonds.	605,000	6	March & Sept.	Charleston.	1877	....	Suspens. Bridge & Erie Junc. (E.):						
Funded Interest bonds, guar.....	111,800	7	" " "	New York.	1889	....	1st Mortgage.....	1,000,000	7	" " "	New York.	....	....
Savannah, Griffin & North Ala:							Syracuse, Bing. & N.Y. (D.L. & W):						
1st Mortgage for \$500,000 guar.....	152,000	7	Jan. & July.	Macon.	1891	....	2d Mortgage.....	1,400,000	7	April & Oct.	New York.	1879	....
Savannah and Memphis:							Syracuse and Chenango Valley:						
1st Mort., gold, endor. by State.	16,000pm	8*	May and Nov.	New York.	1890	....	1st Mort. gold, for \$500,000.....	500,000	7*	Feb. and Aug.	New York.	1891	....
Schenectady & Susq. (D. & H. Can.):							Tebo and Neecho (M. K. & T.):						
1st Mortgage gold, tax free.....	400,000	7*	Jan. & July.	New York.	1900	....	1st Mortgage gold, skg fund.....	1,163,000	7*	June & Dec.	New York.	1903	....
Schoolcraft & Three R. (L.S. & M.S):							Terre Haute & Indianapolis:						
1st Mortgage.....	100,000	8	Jan. & July.	New York.	1887	....	1st Mortgage.....	800,000	7	April & Oct.	New York.	1879	....
Seaboard and Roanoke:							Bonds of 1873 for \$1,600,000.....	516,000	7	" " "	"	1894	....
1st Mortgage.....	210,000	7	Jan. & July.	New York.	1880	....	Texas and Pacific:						
Selma and Gulf:							1st Mortgage, 8,000 per mile.....	3,555,000	6*	Mar. & Sept.	N.Y., Ph. Lon.	1905	....
1st Mort. (guar. by Ala.).....	1,888,000	8	April & Oct.	New York.	1890	....	Consolidated Mortgage.....	754*,000	6*	June & Dec.	"	1905	....
Selma, Marion and Memphis:							Income and Land Grant.....	7,339,805	7	July.	N. Y. & Phil.	1915	....
1st Mort. guar. by Ala.....	16,000pm	8	March & Sept.	New York.	1889	....	Toledo, Can. Southern & Detroit:						
Selma, Rome and Dalton:							1st Mortgage.....	1,500,000	7*	Jan. and July.	.....	1906	40
1st Mortgage, tax free.....	3,000,000	7	April & Oct.	New York.	1887	....	Toledo, Peoria and Warsaw:						
2d Mortgage.....	4,000,000	7	Jan. & July.	"	1891	....	1st Mortgage (Eastern Div.).....	1,600,000	7	June & Dec.	New York.	1894	86
Equipment Mortgage.....	230,000	10	" " "	"	1881	....	1st Mortgage (Western Div.).....	1,800,000	7	Feb. and Aug.	"	1896	87
Bhamokin Valley & Pottav. (N.C.):							2d Mort. conv. (").....	1,300,000	7	April & Oct.	"	1886	30
1st Mortgage, on road and lands.	2,000,000	7*	Jan. & July.	Philadelphia.	1901	97	Equipment Mort. sinking fund.....	94,000	8	Jan. & July.	"	1879	....
Shenandoah and Fond du Lac:							Consol. Mort. for \$6,200,000						

AMERICAN RAILROAD BOND LIST.

The Letter (c) affixed to Rate of Interest Signifies "Payable in Gold."

Description of Bonds.	Amount.	Rate	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Troy & Bennington (T. & B.):	\$						Western Maryland:	\$					
1st Mortgage skg fund, guar....	59,700	7	Jan. & July.	Troy.	1878	....	1st Mortgage, unendorsed.....	400,000	6	Jan. and July.	Baltimore.	1890	90
Troy and Boston.							1st Mort. endor. by Balt.....	200,000	6	"	"	1890	107
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....	2d Mort.....	300,000	6	"	"	1890	107
2d Mortgage.....	300,000	7	April & Oct.	"	1885	....	2d Mort. endor. by Wash. Co.....	300,000	6	"	"	1890	104
3d Mortgage.....	650,000	7	May and Nov.	"	1875	....	2d Mortgage preferred.....	600,000	6	"	"	1895	81
Convertible Bonds.....	648,000	7	"	"	1882	....	3d Mortgage endor. by Balt.....	875,000	6	"	"	1900	107
Troy, Salem & Rutland (R. & Sar.):							4th Mortgage.....	1,000,000	6	"	"	1900	....
1st Mortgage, guaranteed.....	500,000	7	May and Nov.	New York.	1890	....	Western Pacific (Cen. Pac.):						
Troy Union (and Depot):							1st Mort., assumed.....	2,755,000	6	Jan. and July.	New York.	1899	101
1st Mortgage, guaranteed.....	680,000	6	Jan. & July.	New York.	1878	....	Western Pennsylvania (Penn.):						
Tuckerton:							1st Mortgage.....	800,000	6	Apr. and Oct.	Philadelphia.	1893	77
1st Mortgage.....	408,000	7	April & Oct.	Philadelphia.	1901	....	1st Mortgage (Pittsburg Branch).....	1,000,000	6	Jan. and July.	"	1896	....
Union Pacific:							General Mortgage.....	1,200,000	7	"	"	....	....
1st Mortgage gold, tax free.....	27,252,000	6	Jan. & July.	N. Y. & Bost.	'96-'99	104	Western Union (Chi., M. & St. P.):						
1st Mort. Land Grant.....	7,404,000	7	Apr. and Oct.	"	1887	103	1st Mortgage for \$5,000,000.....	3,500,000	7	Jan. and July.	New York.	1896	....
2d Mortgage (Gov. subsidy).....	27,236,512	6	Jan. & July.	U.S. Treasury.	'96-'99	95	West Jersey:						
3d Mortgage Sinking Fund.....	14,046,000	8	March & Sept.	New York.	1894	95	Debenture bonds guar. by C. & A.....	400,000	6	March & Sept.	Camden.	1883	82
Omaha Bridge Bonds Sterling.....	2,279,000	8	Apr. and Oct.	London.	1896	....	1st Mortgage.....	1,000,000	6	Jan. and July.	"	1896	103
Union Pacific (Central Div.):							1st Mortgage (Salem) guar.....	100,000	6	"	Philadelphia.	1878	....
1st Mortgage gold, tax free.....	1,600,000	6	May and Nov.	New York.	1895	....	1st Mort. (Swedesboro) guar.....	200,000	6	June & Dec.	Camden.	....	....
2d Mortgage (Gov. subsidy).....	1,600,000	6	Jan. & July.	U.S. Treasury.	'96-7-8	....	2d Mort. (Cape May & Millville).....	500,000	7	Apr. and Oct.	"	95	
Union Pacific, S. Br. (M. K. & T.):							Consolidated Mortgage.....	1,000,000	7	"	"	1899	101
1st Mortgage gold, skg fund.....	3,220,000	6	Jan. & July.	New York.	1899	....	West Wisconsin:						
Union & Titusville (P., T. & Buff.)							1st Mort. land gr., gold skg fund	3,900,000	7	Jan. and July.	N. Y. or Lond.	1887	....
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1890	50	1st Mort. (Southern Extension).....	640,000	7	"	"	1902	....
United N. J. R. R. & Canal Cos.:							White Water Valley:						
Loan of 1901 (United Compan's)	3,000,000	6	March & Sept.	Philadelphia.	1901	103	1st Mortgage.....	1,021,840	8	Feb. and Aug.	Cincinnati.	1890	....
Sterling Loan \$369,200 (U. Co's)	1,844,000	5	"	London.	1894	....	Wico Mico and Pocumoke:						
Sterling Loan \$360,000 (")	1,800,000	6	"	"	1894	....	1st Mortgage.....	200,000	6	Jan. and July.	New York.	1888	....
Loan of 1894 Sk. Fund (")	2,000,000	6	Apr. and Oct.	Philadelphia.	1894	....	Williamston and Tarboro:						
Loan of 1898 (United Compan's)	154,000	6	Feb. and Aug.	"	1888	96	1st Mortgage.....	350,000	8	May and Nov.	New York.	1900	....
Bond to State of N. Jer. (U. Co's)	600,000	7	(Due 90 days	after demand.)	....	....	Wilmington, Colum. & Augusta:						
Sterling S. F. \$262,000 (C. & Am.)	1,310,000	6	Feb. and Aug.	London.	1880	....	1st Mortgage.....	3,800,000	7	June & Dec.	Baltimore.	1900	30
Loan of 1883 (Camden & Amb.)	1,700,000	6	"	Philadelphia.	1883	103	Wilmington and Reading:						
Loan of 1889 (")	868,000	6	June & Dec.	Princeton.	1889	102	1st Mortgage.....	1,200,000	7	Apr. and Oct.	Philadelphia.	1900	43
Mortg. Loan (")	5,000,000	6	May and Nov.	Philadelphia.	1889	111	2d Mortgage coupon or regis.....	1,700,000	7	Jan. and July.	"	1902	10
Loan of '78 (N. J. R. R. & T. Co.)	450,000	6	Feb. and Aug.	New York.	1875	....	Wilmington and Weldon:						
Bond to State of N. J. (do.)	100,000	7	Apr. and Oct.	N. Y. (Over Due.)	....	....	Sterling Bonds.....	648,700	6	Jan. and July.	London.	1881	....
Utah Central:							Sterling Bonds.....	221,400	7	May and Nov.	"	1886	....
1st Mortgage.....	1,000,000	6	Jan. & July.	Salt Lake City	1890	....	Sinking Fund gold, Bonds.....	749,000	7	Jan. and July.	New York.	1896	100
Utah Southern:							Wilmington and Western (Del.):						
1st Mortgage.....	660,000	7	Jan. & July.	Salt Lake City	1891	....	1st Mortgage.....	500,000	7	J. A. J. & G.	Phil. & Wilm.	1892	....
Utica and Black River:							Winona & St. Peter (C. & N. W.):						
1st Mortgage.....	200,000	7	Jan. & July.	N. Y. & Utica.	1878	....	1st Mortgage \$20,000 p. m.....	2,750,000	7	Jan. and July.	New York.	1887	81
Bonds of 1871 (2d issue).....	575,000	7	"	"	1891	....	2d Mortgage \$12,000 p. m.....	1,650,000	7	May and Nov.	"	1907	67
Utica, Ithaca and Elmira:							Extension mortgage bonds.....	4,375,000	7	June & Dec.	"	1916	....
1st Mortgage, Sterling.....	1,500,000	7	Jan. & July.	London.	1902	....	Wisconsin Central:						
Vermont Cent.—See Central Vt.							1st M. L. G. gold S. F. \$25,000pm	4,618,500	7	Jan. and July.	Boston.	1901	36
Vermont and Massachusetts:							Worcester (Md.):						
1st Mortgage sinking fund.....	550,000	6	Jan. and July.	Boston.	1883	104	1st Mortgage.....	210,000	6	Jan. and July.	Baltimore.	1891	....
Convertible bonds, tax free.....	200,000	7	"	"	1879	104	Worcester and Nashua:						
Convertible bonds.....	150,000	7	"	"	1885	103	Plain Bonds.....	125,000	7	Jan. and July.	Boston.	1881	....
Vicksburg and Meridian:							Plain Bonds.....	185,300	6	Various.	"	1891	....
1st series (red).....	717,500	7	Jan. and July.	Philadelphia.	1890	....	Plain Bonds.....	250,000	7	Apr. and Oct.	"	1893	107
General 2d series (blue).....	850,000	7	"	"	1890	....	CANAL BONDS.						
Mortgage 3d series (black).....	138,000	7	"	"	1890	....	Chesapeake and Delaware:						
4th series (not end.).....	1,141,700	7	Apr. and Oct.	"	1890	....	1st Mortgage sinking fund.....	1,993,750	6	Jan. and July.	Philadelphia.	1886	85
Special Loan 1871.....	213,000	8	Jan. and July.	"	1880	....	Chesapeake and Ohio:						
Vineyard:							Sterling Loan guaranteed.....	4,375,000	6	J. A. J. & O.	London.	1890	....
1st Mortgage tax free.....	750,000	7	Apr. and Oct.	New York.	1890	....	Preferred Bonds (next lien).....	1,699,500	6	Jan. and July.	Baltimore.	1885	82
Virginia & Tennessee (A. M. & O.):							Delaware Division (L. O. & N.):						
1st Mortgage.....	900,000	6	Jan. and July.	N. Y. & Lynch.	1873	80	1st Mortgage, guaranteed.....	800,000	6	Jan. & July.	Philadelphia.	1878	98
2d Mortgage.....	960,000	6	March & Sept.	"	1884	80	Delaware and Hudson:						
3d Mortgage.....	960,000	6	"	"	1900	86	1st Mort. (1st series, Nov. 1, '67	1,500,000	7	May and Nov.	New York.	1877	102
Registered Certificates.....	84,191	8	Jan. and July.	"	1875	....	regis. 2d series, July 1, 1869	3,500,000	7	Jan. and July.	"	1884	99
Funded Interest.....	225,900	8	"	"	1880	....	tered. 3d series, Jan. 1, 1871	5,000,000	7	"	"	1891	95
Walkill Valley (Erie):							Coupon bonds of 1874.....	3,000,000	7	Apr. and Oct.	"	1894	97
1st Mortgage gold, tax free.....	810,500	7	Apr. and Oct.	New York.	1901	....	Registered bonds of 1874.....	2,000,000	7	"	"	1894	....
Warren (D. L. & W.):							Lehigh Coal and Navigation:						
1st Mortgage, guaranteed.....	511,400	7	Feb. and Aug.	New York.	1875	....	Loan of 1877, Debentures.....	762,770	8	June & Dec.	Philadelphia.	1877	94
2d Mortgage, guaranteed.....	750,000	7	May and Nov.	"	1900	106	Convertible Debentures.....	41,550	6	"	"	1882	96
Warren & Franklin (P. T. & B.):							Convertible Loan, gold.....	771,000	6	March & Sept.	"	1894	88
1st Mortgage, assumed.....	1,500,050	7	Feb. and Aug.	Philadelphia.	1882	80	1st Mortgage, registered.....	8,881,935	6	J. A. J. & O.	"	1884	103
Warwick Valley (Erie):							1st Mortgage, reg. (R. R.).....	2,000,000	6	F. M. A. & N.	"	1897	104
1st Mortgage.....	60,000	7	Apr. and Oct.	New York.	1880	....	Mortgage (equip.) Loan, gold.....	4,658,500	6	June & Dec.	"	1897	90
Wasatch and Jordan Valley:							Consolidated Mortgage.....	1,115,000	7	"	"	1911	80
1st Mortgage.....	150,000	9	May and Nov.	New York.	1893	....	Greenwood Mortgage Loan.....	717,000	7	Feb. and Aug.	"	1892	....
Washington City, Va. Mid. & Gt. So.							Greenwood Mortgage Loan.....	140,000	6	Apr. and Oct.	"	1877	....
1st Mort. (O., Alex. & Manassas)	1,650,000	7	Jan. and July.	Baltimore.	1882	70	Monongahela Navigation:						
2d Mort. (")	350,000	7	"	"	1891	89	1st Mortgage.....	103,000	6	Jan. and July.	New York.	1887	....
1st Mort. (Orange & Alexandria)	400,000	6	May and Nov.	"	1873	89	Morris (and Banking):						
2d Mort. (")	1,200,000	6	Jan. and July.	"	1875	65	1st Mortgage.....	500,000	6	Apr. and Oct.	Philadelphia.	1876	99
3d Mort. (")	600,000	6	May and Nov.	"	1873	60	Boat Loan, sinking fund.....	238,985	7	Apr. and Oct.	"	1899	104
4th Mort. (")	700,000	6	March & Sept.	"	1880	33	Preferred Stock Dividend Scrip.	103,164	7	Jan. and July.	"	1887	....
Funded Coupons (do.)	722,664	....	"	"	....	....	Pennsylvania:						
1st Mort. (Lynchburg & Danville)	521,000	....	Apr. and Oct.	"	1899	....	1st Mortgage skg fund guar.....	2,805,000	6	Jan. and July.	Philadelphia.	1910	62

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

the asterisk () occurring in the column headed "Rolling Stock" signifies that the cost thereof is included in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertained."*

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

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Land Grant Railroads are printed in "Italic."

Year ending	Railroad	Rolling Stock			Property and Assets	Liabilities			Railroad Operated	Operations			Earnings			Value of Shares							
		Main Lines	Branch Lines	2d Track and Sidings		Railroad	Rolling Stock	Assets		Accounts and Cash	Stocks	Bonds	Accounts	Surplus Income	Trains Moved	Passengers	Freight	Gross	Net	Dividends	Market	Par.	p.c.
		M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	Tons.	\$	\$	\$	\$	\$	\$
Sept. 30, 1875	Ala. & Ga. Canal	98.5				1,000,000		324,263		235,765	418,500		22,465	1,504,306				273,940	60,000	229,940	6	100	
Sept. 30, 1875	Ala. & Ga. Canal	98.5				1,000,000		324,263		235,765	418,500		22,465	1,504,306				273,940	60,000	229,940	6	100	
Sept. 30, 1875	Ala. & Ga. Canal	98.5				1,000,000		324,263		235,765	418,500		22,465	1,504,306				273,940	60,000	229,940	6	100	
Sept. 30, 1875	Ala. & Ga. Canal	98.5				1,000,000		324,263		235,765	418,500		22,465	1,504,306				273,940	60,000	229,940	6	100	
Sept. 30, 1875	Ala. & Ga. Canal	98.5				1,000,000		324,263		235,765	418,500		22,465	1,504,306				273,940	60,000	229,940	6	100	
Sept. 30, 1875	Ala. & Ga. Canal	98.5				1,000,000		324,263		235,765	418,500		22,465	1,504,306				273,940	60,000	229,940	6	100	
Sept. 30, 1875	Ala. & Ga. Canal	98.5				1,000,000		324,263		235,765	418,500		22,465	1,504,306				273,940	60,000	229,940	6	100	
Sept. 30, 1875	Ala. & Ga. Canal	98.5				1,000,000		324,263		235,765	418,500		22,465	1,504,306				273,940	60,000	229,940	6	100	
Sept. 30, 1875	Ala. & Ga. Canal	98.5				1,000,000		324,263		235,765	418,500		22,465	1,504,306				273,940	60,000	229,940	6	100	
Sept. 30, 1875	Ala. & Ga. Canal	98.5				1,000,000		324,263		235,765	418,500		22,465	1,504,306				273,940	60,000	229,940	6	100	
Sept. 30, 1875	Ala. & Ga. Canal	98.5				1,000,000		324,263		235,765	418,500		22,465	1,504,306				273,940	60,000	229,940	6	100	
Sept. 30, 1875	Ala. & Ga. Canal	98.5				1,000,000		324,263		235,765	418,500		22,465	1,504,306				273,940	60,000	229,940	6	100	
Sept. 30, 1875	Ala. & Ga. Canal	98.5				1,000,000		324,263		235,765	418,500		22,465	1,504,306				273,940	60,000	229,940	6	100	
Sept. 30, 1875	Ala. & Ga. Canal	98.5				1,000,000		324,263		235,765	418,500		22,465	1,504,306				273,940	60,000	229,940	6	100	
Sept. 30, 1875	Ala. & Ga. Canal	98.5				1,000,000		324,263															

Line	Station	Distance	Time	Rate	Notes
1	Richmond and Danville	100	1:00	1.00	
2	Richmond and Petersburg	100	1:00	1.00	
3	Richmond and Chesapeake	100	1:00	1.00	
4	Richmond and York	100	1:00	1.00	
5	Richmond and State Line	100	1:00	1.00	
6	Richmond and Rock Island	100	1:00	1.00	
7	Richmond and Ogdensburg	100	1:00	1.00	
8	Richmond and Saginaw	100	1:00	1.00	
9	Richmond and St. Louis	100	1:00	1.00	
10	Richmond and St. Paul	100	1:00	1.00	
11	Richmond and St. Joseph	100	1:00	1.00	
12	Richmond and St. Albans	100	1:00	1.00	
13	Richmond and St. Louis	100	1:00	1.00	
14	Richmond and St. Paul	100	1:00	1.00	
15	Richmond and St. Joseph	100	1:00	1.00	
16	Richmond and St. Albans	100	1:00	1.00	
17	Richmond and St. Louis	100	1:00	1.00	
18	Richmond and St. Paul	100	1:00	1.00	
19	Richmond and St. Joseph	100	1:00	1.00	
20	Richmond and St. Albans	100	1:00	1.00	
21	Richmond and St. Louis	100	1:00	1.00	
22	Richmond and St. Paul	100	1:00	1.00	
23	Richmond and St. Joseph	100	1:00	1.00	
24	Richmond and St. Albans	100	1:00	1.00	
25	Richmond and St. Louis	100	1:00	1.00	
26	Richmond and St. Paul	100	1:00	1.00	
27	Richmond and St. Joseph	100	1:00	1.00	
28	Richmond and St. Albans	100	1:00	1.00	
29	Richmond and St. Louis	100	1:00	1.00	
30	Richmond and St. Paul	100	1:00	1.00	
31	Richmond and St. Joseph	100	1:00	1.00	
32	Richmond and St. Albans	100	1:00	1.00	
33	Richmond and St. Louis	100	1:00	1.00	
34	Richmond and St. Paul	100	1:00	1.00	
35	Richmond and St. Joseph	100	1:00	1.00	
36	Richmond and St. Albans	100	1:00	1.00	
37	Richmond and St. Louis	100	1:00	1.00	
38	Richmond and St. Paul	100	1:00	1.00	
39	Richmond and St. Joseph	100	1:00	1.00	
40	Richmond and St. Albans	100	1:00	1.00	
41	Richmond and St. Louis	100	1:00	1.00	
42	Richmond and St. Paul	100	1:00	1.00	
43	Richmond and St. Joseph	100	1:00	1.00	
44	Richmond and St. Albans	100	1:00	1.00	
45	Richmond and St. Louis	100	1:00	1.00	
46	Richmond and St. Paul	100	1:00	1.00	
47	Richmond and St. Joseph	100	1:00	1.00	
48	Richmond and St. Albans	100	1:00	1.00	
49	Richmond and St. Louis	100	1:00	1.00	
50	Richmond and St. Paul	100	1:00	1.00	
51	Richmond and St. Joseph	100	1:00	1.00	
52	Richmond and St. Albans	100	1:00	1.00	
53	Richmond and St. Louis	100	1:00	1.00	
54	Richmond and St. Paul	100	1:00	1.00	
55	Richmond and St. Joseph	100	1:00	1.00	
56	Richmond and St. Albans	100	1:00	1.00	
57	Richmond and St. Louis	100	1:00	1.00	
58	Richmond and St. Paul	100	1:00	1.00	
59	Richmond and St. Joseph	100	1:00	1.00	
60	Richmond and St. Albans	100	1:00	1.00	
61	Richmond and St. Louis	100	1:00	1.00	
62	Richmond and St. Paul	100	1:00	1.00	
63	Richmond and St. Joseph	100	1:00	1.00	
64	Richmond and St. Albans	100	1:00	1.00	
65	Richmond and St. Louis	100	1:00	1.00	
66	Richmond and St. Paul	100	1:00	1.00	
67	Richmond and St. Joseph	100	1:00	1.00	
68	Richmond and St. Albans	100	1:00	1.00	
69	Richmond and St. Louis	100	1:00	1.00	
70	Richmond and St. Paul	100	1:00	1.00	
71	Richmond and St. Joseph	100	1:00	1.00	
72	Richmond and St. Albans	100	1:00	1.00	
73	Richmond and St. Louis	100	1:00	1.00	
74	Richmond and St. Paul	100	1:00	1.00	
75	Richmond and St. Joseph	100	1:00	1.00	
76	Richmond and St. Albans	100	1:00	1.00	
77	Richmond and St. Louis	100	1:00	1.00	
78	Richmond and St. Paul	100	1:00	1.00	
79	Richmond and St. Joseph	100	1:00	1.00	
80	Richmond and St. Albans	100	1:00	1.00	
81	Richmond and St. Louis	100	1:00	1.00	
82	Richmond and St. Paul	100	1:00	1.00	
83	Richmond and St. Joseph	100	1:00	1.00	
84	Richmond and St. Albans	100	1:00	1.00	
85	Richmond and St. Louis	100	1:00	1.00	
86	Richmond and St. Paul	100	1:00	1.00	
87	Richmond and St. Joseph	100	1:00	1.00	
88	Richmond and St. Albans	100	1:00	1.00	
89	Richmond and St. Louis	100	1:00	1.00	
90	Richmond and St. Paul	100	1:00	1.00	
91	Richmond and St. Joseph	100	1:00	1.00	
92	Richmond and St. Albans	100	1:00	1.00	
93	Richmond and St. Louis	100	1:00	1.00	
94	Richmond and St. Paul	100	1:00	1.00	
95	Richmond and St. Joseph	100	1:00	1.00	
96	Richmond and St. Albans	100	1:00	1.00	
97	Richmond and St. Louis	100	1:00	1.00	
98	Richmond and St. Paul	100	1:00	1.00	
99	Richmond and St. Joseph	100	1:00	1.00	
100	Richmond and St. Albans	100	1:00	1.00	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included in that headed "Railroad." A dash (-) across the column signifies "nil," and running dots (....) signify "Not ascertained." Land Grant Railroads are printed in "Italics." State-aid Railroads are distinguished by a "S."

Year ending.	Railroad.	Rolling Stock			Property and Assets			Liabilities			Operations			Earnings			Value of Shares							
		Engines.	2d Track and Sidings.	Branch Line.	Main Line.	Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Trains Moved.	Passenger.	Freight.	Gross.	Not.	Dividends.	Market.	Par.	P.C.	
Sept. 30, 1875	1875	518	3.0	2.5	1.0	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000
Sept. 30, 1875	1875	518	3.0	2.5	1.0	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000
Sept. 30, 1875	1875	518	3.0	2.5	1.0	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000
Sept. 30, 1875	1875	518	3.0	2.5	1.0	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000
Sept. 30, 1875	1875	518	3.0	2.5	1.0	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000
Sept. 30, 1875	1875	518	3.0	2.5	1.0	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000
Sept. 30, 1875	1875	518	3.0	2.5	1.0	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000
Sept. 30, 1875	1875	518	3.0	2.5	1.0	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000
Sept. 30, 1875	1875	518	3.0	2.5	1.0	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000
Sept. 30, 1875	1875	518	3.0	2.5	1.0	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000
Sept. 30, 1875	1875	518	3.0	2.																				

New York Stock Exchange.

Closing Prices for the week ending Oct. 10.

	Th.4.	F.5.	Sat.6.	M.8.	Tu.9.	W.10.
Adams Express.....	97	98	98	100	99	99
Albany and Susq.....	109	109	109	109	109	109
1st mortgage.....	92x	92x	92x	92x	92x	92x
2d mortgage.....	54	54	54	54	54	54
American Express.....	63	65	65	64	64	64
Am. Dock and Imp. 7s.....	20	20	20	20	20	20
Atlantic & Pacific Tel. 20.....	60	60	60	60	60	60
Bost., Hart, & Erie 1st.....	17	17	17	17	17	17
Burl., C. R. & Nor. 1st.....	110	110	110	110	110	110
Central of N. Jersey .. 17	68	68	68	68	68	68
1st mortgage, new.....	64	64	64	64	64	64
7s, consolidated.....	105	105	105	105	105	105
7s, convertible.....	85	85	85	85	85	85
Central Pacific 6s, gold 105	87	87	87	87	87	87
1st M. (San Joaquin). 85	81	81	81	81	81	81
1st M. (Cal. and Or.).....	106	106	106	106	106	106
Land grant 6s.....	82	82	82	82	82	82
Chicago and Alton .. 88	104	104	104	104	104	104
Preferred.....	102	102	102	102	102	102
1st mortgage.....	103	103	103	103	103	103
Sinking Fund.....	103	103	103	103	103	103
Income bonds.....	103	103	103	103	103	103
Chic., Burl. & Quincy 101	104	104	104	104	104	104
7s Consol. 1903.....	107	107	107	107	107	107
8s, 1883.....	40	41	41	40	38	38
Chic. & Milwaukee 1st.....	70	71	71	70	69	69
Chic., Mil. and St. Paul. 39	113	113	113	113	113	113
Preferred.....	103	103	103	103	103	103
1st mortgage, 8s.....	95	95	94	94	94	94
2d mortgage, 7 3-10s.....	100	100	100	100	100	100
7s, gold.....	92	92	92	92	92	92
1st M. (La Crosse div.) 105	40	42	42	42	40	40
1st M. (I. and M. div.) 96	60	60	60	60	60	60
1st M. (H. and D. div.).....	100	100	100	100	100	100
1st M. (C. & M. div.).....	92	92	92	92	92	92
Consolidated S. F. 92	108	108	108	108	108	108
Chic. & Northwestern. 40	104	104	104	104	104	104
Preferred.....	108	108	108	108	108	108
1st mortgage.....	108					

On Tuesday of this week the cash balances of the Treasury Department at Washington were: of Currency, \$15,924,803; special deposit of legal tenders for the redemption of certificates of deposit, \$44,120,000; Coin, \$119,021,626, including of Coin certificates, \$37,975,000.

The outstanding amount of legal tender notes is \$356,914,932. The National bank circulation is now \$315,728,154 of currency notes and \$1,429,720 of national gold bank notes. National Bank notes received at the Treasury Department last week for redemption were to the amount of \$3,310,000.

Influenced by the course of Gold and Money, Government securities further receded in price, and were offered more freely, resulting in more extensive dealings, leaving off on Wednesday rather more firmly. At the close on Wednesday the current quotations were as follows:

United States currency sixes, 120@120½; do. 6s, 1881, registered, 108½@109½; do. coupon, 109½@110½; do. 1865, new, registered, 105¼@105½; do. coupon, 105¼@106½; do. 1867, registered, 107@107½; do. coupon, 107½@107½; do. 1868, registered, 109@109½; do. coupon, 109@109½; do. ten-forties registered, 106½@106½; do. coupon, 107¼@108; do. five per cents, 1881, registered, 106¼@106½; do. coupon, 106¼@106½; do. 4½ per cents, 1891, registered, 104@104½; do. coupon, 104@104½; do. 4 per cents, 1907, reg., 101@101½; Central Pacific Gold Bonds, 105¾@106.

The amount of U. S. bonds held by the Treasurer of the United States as security for the National Bank circulation is \$338,010,850, and \$15,208,000 as security for public deposits.

State Bonds have been in rather better demand and prices have been quoted firmer for the more popular loans. Railway Mortgages have been also more sought after, and the more substantial issues of actual interest bearing bonds have been again quoted firmer. And in the line of Railway and Miscellaneous share property the dealings have been on a liberal scale, and the general course of values has been toward a higher range, though near the close, under the more stringent course of Money, and the resulting disturbance of temporary loans, the market was somewhat depressed and unsettled. The very latest transactions indicated general firmness.

Gold has fallen within the week to the lowest point touched in many years, or since 1862. The business has been less active, and of less public interest. The extremes of the price during the week have been 102½@103½, closing on Wednesday at 102½, as against 103 on Wednesday of the preceding week. The specie outflow last week was only \$212,400, making the total exports of specie hence since January 1, \$23,053,210, against \$40,687,692 the same time in the preceding year. The imports of specie at this port last week were \$78,774, and since January 1st have been \$11,677,608 as against \$5,992,516 same time last year. The Customs demand for gold last week reached \$2,082,377 or an average of \$338,729 per day.

Foreign Exchange has been in liberal supply and comparatively slow of sale with prices ruling weak and closing irregularly. Bankers' sixty day bills on London closed on Wednesday at \$4 80@ \$4 90½; sight bills on London at \$4 84@ \$4 84½

to the £ sterling. The week's imports of Dry Goods and general merchandise were to the specie value of \$5,729,769 as against \$5,030,112 the corresponding week of 1876. The week's import entries of Foreign Merchandise at New York included \$1,378,679 of Dry Goods, and \$4,351,090 of General Merchandise. The week's export of Domestic Produce and Miscellaneous Goods from this port were to the very liberal aggregate of \$6,373,639, against \$6,003,215 same week in 1876.

The income of the Government from internal revenues last week was about 2¼ millions, and from Customs last week again about 2½ millions.

A fairly active movement was reported in most kinds of domestic produce which have been, however, quite variable, as to price, during the week, especially in the instances of Breadstuffs, Provisions, Cotton and Petroleum. The Breadstuff and Cotton movements have been on a more liberal scale. Foreign merchandise has been moderately active at irregular rates. Coffee closed lower.

Metals have been attracting more attention and have been generally quoted steady. Eginton Pig Iron quoted at \$24@ \$24 50; Glengarnock \$25 @ \$25 50; Coltness \$26@ \$27; No. 1 American Pig at \$18 50@ \$19 50; No. 2 do. at \$17 00@ \$18 50. Forge \$16@ \$17; American Rails at works \$33@ \$37. Old Rails \$18@ \$19. Wrought Scrap \$22@ \$24. Steel Rails, on the basis of \$45 @ \$47 50 Ingot Copper moderately dealt in on the basis of 17¾@18 for early delivery.

The dealings in Hardware, Boots and Shoes and Dry Goods have been to a less important aggregate, though indicative of a fair degree of activity, and prices have been fairly supported in the leading instances.

Under more liberal arrivals of tonnage, Ocean freights have been ruling weaker, as to rates, on a moderately active business, chiefly for Grain and Petroleum. Liverpool steamer rates at the close for Grain, quoted at 9@9½d. Provisions, 35s.@45s.; Leather, 60s. Measurement Goods at 22s. 6d.@ 30s. per ton; Cotton, ½d.@5-16d. per lb., Tobacco 35s.@40s. Liverpool, by sail. Cotton, ½d.; Grain, 8½d.@9d.; Measurement Goods 15s.@22s.; Tobacco 27s. 6d.@32s. 6d; Grain rates on charter hence for Cork and orders left off at 7s.@7s. 1½; for the Continent at 7s.@7s. 3d.; and from Baltimore for Cork and orders, 7s.@7s. 3d., and from Philadelphia at 7s.@7s. 3d. per quarter. Refined Petroleum hence for Cork and orders, 5s.@ 5s. 6d.; for the Continent, 4s. 3d.@5s. per bbl.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Buffalo and Erie 7s, new, 106; Cedar Falls and Minnesota 1st mort., 85½; Toledo and Wabash Equip. bonds, 11½; do. 1st mort. 113; do. ex coupon, 93¾; Canada Southern 1st mort., reg., 57; do. coupon, 61½; Chicago, Burlington and Quincy 5s, S. F., 89; Milwaukee and St. Paul 2d mort., 92; Dubuque and Sioux City 7s, 2d Div., 102; Toledo and Wabash 1st mort., St. Louis Div., 86@88; do. ex-coup., 74½; Gt. Western 1st mort., ex coupon, 92; South Pacific 1st mort., 76¾; Buffalo, New York and Erie Renewal bonds, 1916, 107¼; Wabash R. R. Receipts, 19; St. Louis and San Francisco R. R., 4½; New Jersey R. R., 124; Missouri, Kansas and Texas R.

R., 7¼; Kansas Pacific R. R., 4; Canton Co., 22; Ontario Silver Mining, 22½; Mariposa L. and M., 1; do. pref., 1¼; Louisiana 7s, consol., 82¼; Tennessee 6s, old, 42½; do. new, 42½; North Carolina 6s, old, Jan. and July, 17½; Missouri 6s, long bonds, 106½; Georgia 6s, 98; Arkansas 6s, Fund act, 24; Virginia 6s, def. certiff., 5¾; Brooklyn 6s, W. L., 106. The latest quotations are: Adams Exp., 97½@99; American Exp., 54 @55; Atlantic and Pacific Telegraph, 18@20½; Central Railroad of New Jersey, 16½@17¼; Chicago, Burlington and Quincy, 103@—; Chicago and Alton, 82@—; do. pref., 105@—; Chicago and Northwestern, 40¼@40½; do. pref., 65½@65¾; Chicago, Milwaukee and St. Paul, 38½@38¾; do. pref., 69¾@69¾; Chicago, Rock Island and Pacific, 102½@102¾; Cleveland, Columbus, Cincinnati and Indianapolis, 47¼@—; Cleveland and Pittsburg, 82@83; Columbus, Chicago and Indiana Central, 4¾@5; Delaware and Hudson Canal, 40¾@41; Delaware, Lackawanna and Western, 48¾@48¾; Erie, 13½@13¾; do. pref., 26½@—; Hannibal and St. Joseph 12¾@13; do. pref., 27½@27¾; Illinois Central, 76¾@76½; Lake Shore and Michigan Southern, 70@70½; Michigan Central, 63@63½; Morris and Essex, 72¾@73¼; N. Y. Central and Hudson River 105½@105¾; New York and Harlem, 141@142½; Ohio and Miss., 9@9½; Pacific Mail, 23¾@24; Panama, 125@128; Pittsburg, Ft. Wayne and Chicago, 93@94; Quicksilver, 23@23¼; do. pref., —@ 34; St. Louis, Iron Mountain, and Southern, 7@—; St. Louis, Kansas City, and Northern 6@—; do. pref., 26½@—; Union Pacific 67@67¾; U. S. Express, 48@49; Wells-Fargo Express, 84½@ 85; Western Union Telegraph, 82¾@82½; Wabash, 18¾@19.

Philadelphia.—Sunbury and Erie 7s, 1897, 108; Pickering Valley R. R. 7s, 53; Connecting R. R. 6s, 102¼; Am. S. S. Co. 6s, 74; Western Pennsylvania R. R. 6s, 77; Philadelphia and Reading R. R. scrip, 65; do. 6s, 1844-'80, 104¼; West Chester and Philadelphia R. R. 7s, 109; Huntingdon and Broad Top Mt. 7s, consol., 38; Northern Pacific R. R. pref., 14¼; Philadelphia, Germantown and Norristown R. R., 100; West Philadelphia R. R., 66; Central Transp., 30; Cincinnati 7.30s, 104¼; Pittsburg 5s, 81; Pennsylvania State 6s, inc. pl., 104½. The latest quotations are: City 6s, 107½@—; do. free of tax, 113¼@118¼; Pennsylvania State 6s, 2d series, 102¾@103½; do. 3d series, 110¾@111½; do. 6s, new loan, 108@108½; Philadelphia and Reading, 16½@16¾; do. Gen'l mort. 7s, coup., 102½@103; do. reg., 102¾@103¼; do. mort. 6s, 1880, 104½@105; do. 7s, new conv. 57½@—; do. 7s, 1893, 107¼@—; United New Jersey R. R. and Canal Co., 117 @119; Pittsburg, Titusville and Buffalo R. R., 8¾@9; do. 7s, 59½@60½; Camden and Amboy mort. 6s, 1889, 111@112; Pennsylvania R. R., 80¾ @31; do. 1st mort., 106@107; do. gen'l mort. coupon, 105@106; do. reg., 105@106; do. consol. mort. 6s, reg., 92@—; Little Schuylkill R. R., 39@—; Morris Canal, 48@52; do. pref., 117 @—; Susq. Canal, 4@7; do. 6s, 35@—; Schuylkill Nav., —@5; do. pref., 7½@8½; do. 6s, 1882, 62@—; do. 1872, 90@90½; Elmira and Williamsport pref., 39@41½; do. 7s, 102¼@105; do. 5s, 59 @—; Lehigh Coal and Navigation, 19¼@19½; do. 6s, 1884, 108@104; do. R. R. loan 104½@—;

do. Gold Loan, 89 $\frac{3}{4}$ @90 $\frac{3}{4}$; North Pennsylvania, 38 $\frac{1}{4}$ @39 $\frac{1}{4}$; do. 6s, 106 $\frac{1}{4}$ @107 $\frac{1}{4}$; do. 7s, 112@-; do. Gen'l mort. 7s, reg., 106 $\frac{1}{4}$ @107 $\frac{1}{4}$; Philadelphia and Erie, 9 $\frac{3}{4}$ @10; do. 6s, 101 $\frac{1}{4}$ @101 $\frac{1}{4}$; do. 7s, 98@99; Minehill, 46 $\frac{1}{2}$ @-; Catawissa 7 $\frac{1}{2}$ @10; do. pref., 33@-; do. new pref., 30@31; do. 7s, 1900, 100 $\frac{1}{4}$ @102; Lehigh Valley, 41 $\frac{1}{4}$ @41 $\frac{1}{4}$; do. 6s, new coupon, 109@110; do. reg., 109@110; do. 7s, reg., 111@111 $\frac{1}{2}$; do. consol. mort., 98@98 $\frac{1}{2}$; Fifth and Sixth streets (horse), 67@71; Second and Third, 66@-; Thirteenth and Fifteenth, 37@40; Spruce and Pine, 26@27; Green and Coates, 35@40; Chestnut and Walnut, 65@65 $\frac{1}{2}$; Hestonville, 12@12 $\frac{1}{2}$; Germantown, 49 $\frac{1}{2}$ @50; Union, 70@-; Lombard and South, 13@17; Ridge Avenue 47@-.

Baltimore.—Baltimore City 5s, new, 102 $\frac{1}{2}$; do. 5s, quarterly, 100; do. 6s, 1890, 111 $\frac{1}{2}$; do. 1900, new, 113; do. exempt, 114 $\frac{1}{2}$; Cincinnati 7.30s, 105; Virginia Peelers, 42 $\frac{1}{4}$; Canton 6s, gold, 89; Santa Clara Mining, 8 $\frac{1}{4}$; Union R. R. 6s, end., 103; South Side R. R. 3d mort., 60; Baltimore and Ohio 1st pref., 102 $\frac{3}{4}$. The latest quotations are: Cincinnati and Baltimore, 7s, —@98; Wilmington and Weldon 7s, 102@-; Wilmington, Columbia and Augusta 7s, 30@-; Richmond and Danville 1st mort., 74@77; Pittsburg and Connellsville 7s, 1898, 101@101 $\frac{1}{2}$; Baltimore and Ohio, 110 $\frac{1}{2}$ @111; do. 1st pref., 102@103; do. 2d pref., —@99; do. 6s, 1880, 103@106; do. 1885, 105 $\frac{1}{4}$ @106; Northern Central, 17@18; do. 6s, 1885, 100@105; do. 6s, 1900, 100@101; do. 6s, 1900, gold, 95 $\frac{3}{4}$ @96; Marietta and Cincinnati 1st mort. 7s, 1892, 94 $\frac{1}{2}$ @95 $\frac{1}{2}$; do. 2d mort. 7s, 51 $\frac{3}{4}$ @52; do. 3d mort. 8s, 22 $\frac{3}{4}$ @23 $\frac{1}{4}$; Central Ohio, 25@31; do. pref., —@44; do. 1st mort., 100 $\frac{1}{2}$ @101 $\frac{1}{4}$; Western Maryland 1st mort. 6s, 1890, 92@-; do. 1st mort. guar., 108@-; do. 2d mort. guar., 108@-; do. 3d mort. guar., 110@112; do. 2d mort. pref., 75@85; do. 2d mort., guar. by Washington Co., 102@-; Virginia and Tennessee 2d mort. 6s, 84 $\frac{3}{4}$ @86; do. 3d mort. 8s, 86 $\frac{1}{2}$ @88; Orange and Alexandria 1st mort. 6s, —@95; do. 2d mort. 6s, 68 $\frac{1}{2}$ @75; do. 3d mort. 8s, 45@50; do. 4th mort. 20@30; Orange, Alex. and Manassas 7s, 70@73; Baltimore 6s, 1884, —@112; do. 1886, 111@-; do. 1886, new, 110@110 $\frac{1}{4}$; do. 1890, 111@111 $\frac{1}{2}$; do. 1900, 112@112 $\frac{1}{2}$; do. 1900, new, 113@-; do. 1902, 113@-; do. 1902, new, 112 $\frac{1}{2}$ @113; do. 6s, exempt, 115@-; do. 1893, 112 $\frac{1}{2}$ @-; do. 1893, new, 111 $\frac{1}{2}$ @-; do. 5s, 100@101; do. 5s, new, 102 $\frac{1}{2}$ @102 $\frac{1}{2}$; Maryland Defense 6s, 1883, —@112; do. 6s, 1885, 106@-; do. 6s, exempt, —@114 $\frac{1}{2}$; do. 5s, 98@-; Virginia consol. 6s, 58@58 $\frac{1}{4}$; do. 2d series, 41@44; Virginia Consol. coupons, 83 $\frac{3}{4}$ @83 $\frac{3}{4}$; West Virginia def. certifi., 5 $\frac{1}{2}$ @6; Baltimore City Passenger R. R., 33 $\frac{1}{4}$ @35; Baltimore and Catonsville R. R., 13@16; George's Creek Coal, 95@105; Atlantic Coal, 1.35@1.50; Canton Co., 20@26; do. gold 6s, 89@90; Santa Clara, 7@13; do. bonds, 25@-; South Side 1st mort., 86@-; do. 2d mort., —@71; do. 3d mort., 59@61; Norfolk and Petersburg 1st mort. 8s, 88@92; do. 2d mort. 8s, —@80.

Boston.—Boston and Maine R. R. 7s, 110 $\frac{1}{2}$; Nashua and Rochester 6s, 1864, guar., 92 $\frac{1}{2}$; Atchison, Topeka and Santa Fe gold scrip, 50; Rutland pref., 9; do. 8s, 1902, 78; Cheshire R. R., 37; do. 6s, 1880, 97 $\frac{1}{4}$; Middlesex Central R. R., 88 $\frac{3}{4}$; Boston Land Co., 2 $\frac{1}{2}$; Boston 5s, 1906,

gold, 110; Cleveland 6s, 1882, 103; do. 7s, 1889, 111; Cambridge 6s, 1884, 106 $\frac{3}{4}$; Portland 6s, 1887, 103 $\frac{3}{4}$; San Francisco 7s, 1896, gold, 101 $\frac{1}{2}$; St. Louis City 6s, 1887, 104 $\frac{3}{4}$; Cook Co., Ills., 7s, 1882, 108 $\frac{1}{2}$; Duncan Silver Mining Co., 2 $\frac{1}{2}$; International, 25c.; National, 10; Osceola, 20.

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No. 5 NASSAU ST., NEW YORK.

U. S. GOVERNMENT BONDS bought and sold in amounts to suit investors; also, Gold, Silver and foreign coins; Deposits received in Currency or Gold, and interest allowed on Balances; Special attention paid to Investment Orders for Miscellaneous Stocks and Bonds.

The Bridge at Yuma.

The Arizona Sentinel states that the Southern Pacific Railroad bridge over the Colorado River is 480 feet long, with a draw of 187 feet. Over 100,000 pounds of iron rods are used in bracing it together. Every span is an independent truss by itself. The piles are of cedar 14 inches square, and driven to a depth of 26 to 32 feet each. Experts say there is no better wooden bridge in the United States. This is the bridge about which a dispute has arisen between the Southern Pacific and Texas Pacific Companies. The west end of it rests within the military post at Fort Yuma, while the terminus is on the Arizona bank. The Texas Pacific contests the right of the California Company to cross the Colorado, and induced the War Department to stop trains from crossing; but this action the Cabinet, after two meetings, has revoked and the trains are now using it.

Louisville and Nashville R. R.

At the annual meeting of the stockholders of the Louisville and Nashville Railroad company, held at Louisville on the 3d inst., the old Board of Directors was re-elected without opposition. A resolution congratulating the stockholders on the successful management of the road was unanimously passed. E. D. Standiford was re-elected President, and H. Victor Newcomb Vice President. The report of the President shows affairs to be in a satisfactory condition, the bonded and floating debt having been largely reduced, and the earning capacity of the road rapidly increasing, being in the past year a net of \$2,140,520 28, against \$1,484,047 37 in the year before the panic. The road is in fine condition and the country through which it passes is increasing in population and wealth. The company is paying much attention to immigration and the location of manufacturing interests along its line.

The second mortgage bondholders, who purchased the Louisville, Cincinnati and Lexington Short Line Railroad, have elected a Board of Directors, consisting of E. D. Sayre and M. C. Johnston, Lexington; George Spratt, F. P. Schmitt, E. Thompson, Charles Tilden, George Ainslee, J. B. Bargs and Jacob Kruger, Louisville. J. B. Wilder was elected President.

The capital stock of the Mt. Adams and Eden Park Inclined Railway Co. has been increased to \$500,000.

Atchison, Topeka and Santa Fe Railroad.

The earnings of the Atchison, Topeka and Santa Fe Railroad Company for the month of August, 1877, were \$255,572 17, the operating expenses \$110,780 24, and the net earnings \$144,791 93. For the month of August, 1876, the earnings were \$248,138 33, the expenses \$117,799 55, and the net earnings \$130,338 78—showing an increase in earnings of \$7,433 84, a decrease in expenses of \$7,433 84, and an increase in net earnings of \$14,453 15. Per cent of expenses to earnings in August, 1877, 43.34; in August, 1876, 47.47. Number of miles operated in both years, 711. The following is a comparative statement of the earnings, expenses, etc., for the eight months ending August 31, 1876 and 1877:

	1876.	1877.
From freight.....	\$972,816 00	\$960,887 00
" passengers	465,633 00	461,084 00
" mail	25,326 00	25,326 00
" express	22,528 00	28,210 00
" miscellaneous ...	6,488 00	5,878 00
Total	\$1,492,791 91	\$1,479,885 33
Operating expenses....	758,037 41	815,829 74
Net earnings.....	\$734,754 50	\$664,055 59
Per cent operating expenses to earnings..	50.78	55.11
No. miles operated.	Av. 690	711

The earnings of the Houston and Texas Central Railway for the month of August, 1877, were \$199,874 70, the expenses (including taxes paid), \$131,985 57, and the net earnings \$67,889 13. For the month of August, 1876, the earnings were \$208,106 07, the expenses, etc., \$152,628 22, and the net earnings \$55,477 85—showing a decrease in earnings of \$8,231 37, with a decrease in expenses of \$20,642 65, making an increase in the net earnings of \$12,411 28.

The earnings of the Central Pacific Railroad for the month of September, 1877, were \$1,420,535, against \$1,871,875 for the month of September, 1876, and \$1,567,622 for the month of September, 1875. For the first nine months ending September 30, 1877, the earnings were \$12,036,107, against \$13,186,195 for the first nine months in 1876, and \$12,567,045 for the first nine months in 1875.

On or about Monday, a motion will be made in the Court of Common Pleas to dissolve the injunction which now lies, preventing the New York Elevated Railroad from operating in front of the Pacific hotel on Greenwich street. The motion will be made on the ground that the recent decision of the Court of Appeals has decided this and all similar cases definitely.

An effort was made on Tuesday to enjoin the Pennsylvania Railroad Co. from paying the dividend on the stock of the United Companies of New Jersey; which, together with the rumor that the former company were about to cancel the lease of the latter, caused the stock to fall to 117 bid and 119 asked. On Wednesday, however, it had recovered to 122 $\frac{1}{2}$ @125.

A dividend of three per cent has been declared upon the capital stock of the Main Stem of the Baltimore and Ohio Railroad Company—making, with the five per cent declared in April last, eight per cent for the year 1877.

Imports of Dry Goods at New York.

The imports of foreign dry goods at New York for the month of September, were:

ENTERED FOR CONSUMPTION.

	1876.	1877.
Manufactures of wool...	\$1,435,750	\$1,336,068
" cotton...	794,363	788,145
" silk....	1,476,621	1,526,975
" flax....	532,742	697,100
Miscellaneous dry goods.	424,793	497,273
Total.....	\$4,664,259	\$4,845,561

WITHDRAWN FROM WAREHOUSE.

	1876.	1877.
Manufactures of wool...	\$1,275,843	\$1,113,843
" cotton...	332,610	269,861
" silk....	518,942	568,256
" flax....	418,454	389,321
Miscellaneous dry goods.	120,210	146,486
Total.....	\$2,706,059	\$2,487,267

Add entered for consump. 4,664,259 4,845,561

Thrown upon market.... \$7,370,318 \$7,332,828

ENTERED FOR WAREHOUSING.

	1876.	1877.
Manufactures of wool...	\$720,424	\$786,690
" cotton...	204,466	208,493
" silk....	478,597	407,249
" flax....	314,337	326,610
Miscellaneous dry goods.	91,916	105,992
Total.....	\$1,809,740	\$1,835,034

Add entered for consump. 4,664,259 4,845,561

Total entered at the port. \$6,473,999 \$6,680,595

The imports of foreign dry goods at New York for nine months from January 1, were:

ENTERED FOR CONSUMPTION.

	1876.	1877.
Manufactures of wool....	\$10,931,428	\$10,520,596
" cotton....	10,277,335	10,787,545
" silk....	13,887,363	15,093,470
" flax....	5,962,994	7,120,547
Miscellaneous dry goods.	4,640,952	4,489,416
Total.....	\$45,700,072	\$48,011,574

WITHDRAWN FROM WAREHOUSE.

	1876.	1877.
Manufactures of wool....	\$7,478,117	\$6,033,674
" cotton....	3,941,733	3,069,240
" silk....	4,361,508	4,064,173
" flax....	3,935,712	3,222,249
Miscellaneous dry goods.	1,144,445	1,074,480
Total.....	\$20,890,515	\$17,463,816

Add entered for consump. 45,700,072 48,011,574

Total thrown on the market.....\$66,590,587 \$65,475,390

ENTERED FOR WAREHOUSING.

	1876.	1877.
Manufactures of wool....	\$7,193,225	\$6,006,653
" cotton....	3,503,130	2,900,282
" silk....	4,363,199	3,698,530
" flax....	3,461,512	3,102,499
Miscellaneous dry goods.	1,122,031	1,120,046
Total entered warehouse.	\$19,643,097	\$16,828,010

Add entered for consump. 45,700,072 48,011,574

Total entered at port ..\$65,343,169 \$64,839,584

The change of the gauge of the New Brunswick and Canada Railroad, a branch of which runs to Houlton, is contemplated, so as to conform to that of the Maine Central and European and North American Railroads.

The first train of palace cattle cars, invented by United States Senator McPherson, of New Jersey, arrived at the Jersey City abattoir recently, having been eighty hours on the journey

from St. Louis. The cattle were fed and watered twice a day on the road.

Portland and Rochester Railroad.

The annual meeting of the directors of the Portland and Rochester Railroad Company was held in Portland on the 3d inst. The Treasurer's report shows a falling off in receipts from last year, and a corresponding reduction in expenses. The President in his report says:

"There has been a loss of over 50,000 local passengers in three years, and an increase of 13,988 through passengers during the same time. This continued loss of local traffic can only be accounted for by reason of the depressed condition of our lumber and manufacturing industries. The people are poor and have not the money to pay for such luxuries, but with a revival of these industries may we not anticipate that this traffic may be restored to us, which with a prosperous and increasing through business will enable the road to largely increase its receipts and thereby give greater value to its securities."

Northern Pacific Railroad.

The gross earnings, operating expenses and net earnings of this road for the year ending August 31, 1877, were as follows:

GROSS EARNINGS.

Minnesota Division—	
Passenger earnings.....	\$161,824 70
Freight earnings.....	398,073 17
Mail earnings.....	16,021 96
Express earnings.....	6,157 16
Miscellaneous earnings...	10,280 52
Total.....	\$592,365 51

Dakota Division—	
Passenger earnings.....	\$157,427 50
Freight earnings.....	73,267 88
Mail earnings.....	13,088 42
Express earnings.....	2,293 35
Miscellaneous earnings...	7,297 61
Total.....	253,374 76

Pacific Division—	
Passenger earnings.....	\$66,239 62
Freight earnings.....	47,513 85
Mail earnings.....	5,702 40
Express earnings.....	627 23
Total.....	\$120,083 10

Total.....\$965,823 87

OPERATING EXPENSES.

Minnesota Division—	
Motive power.....	\$77,986 05
Maintenance of cars.....	87,363 26
Maintenance of way.....	153,731 45
Conducting transportation	53,662 37
General expenses.....	13,364 74
Total.....	\$336,107 87

Dakota Division—	
Motive power.....	\$60,302 66
Maintenance of cars.....	10,773 57
Maintenance of way.....	51,104 72
Conducting transportation	27,260 66
General expenses.....	10,289 49
Total.....	159,731 10

Pacific Division—	
Motive power.....	\$16,396 30
Maintenance of cars.....	4,373 81
Maintenance of way.....	30,907 07
Conducting transportation	22,246 49
General expenses.....	3,363 28
Total.....	77,285 93

Total.....\$573,124 90

Net earnings, Minnesota Division.....	\$256,257 64
Net earnings, Dakota Division.....	93,643 66
Net earnings, Pacific Division.....	42,797 17

Total net earnings.....\$392,698 47

NOTE.—Estimated earnings for the month of September, \$55,000.

CONDENSED GENERAL BALANCE.**DEBTOR.**

Preferred stock....	\$51,000,000 00
Less issued.....	41,910,976 85
Total.....	\$9,089,023 65
First mortgage bonds, etc., surrendered and interest.....	86,786,248 48
Preferred stock issued as collateral and as indemnity to sureties on bonds given to the government..	5,075,711 20
Preferred stock, issued for lost certificate.....	2,000 00
Common stock.....	\$49,000,000 00
Less issued.....	18,955,500 00
Total.....	35,044,500 00
Stock of old company surrendered	13,955,500 00
Construction, as per last report.....	\$18,923,119 50
Since last report...	541,069 81
Total.....	19,464,189 31
Equipment.....	1,081,693 86
Shop material, fuel, etc., on hand.	115,659 42
Trustees of land stocks.....	735,000 00
Connecting lines.....	81,597 74
Lands, Minnesota & Dakota districts..	\$18,605,949 92
Lands, Pacific districts.....	5,119,456 79
Total.....	23,725,406 71
Preferred stock and scrip received on land sales.....	1,709,317 06
Claims secured by collaterals, etc.	282,713 87
Taxes paid.....	14,286 63
Suspense.....	1,047 00
Bills receivable and balance due company, less outstanding debts	16,750 52
Balance in hands of agents, etc...	9,705 23
General and legal expenses, salaries, rents, fuel, etc.....	52,655 32
Cash balance in hands of treasurer.	8,206 21
Total.....	\$147,251,212 21

CREDITOR.

Capital stock.....	\$100,000,000 00
Assets acquired under decree of court.....	44,966,583 21
Balance of net earnings from last year.....	235,879 93
Net earnings from Sept. 1st, 1876, to July 31st, 1877—	
Minnesota Division.....	\$223,870 30
Dakota Division.....	89,302 17
Pacific Division.....	36,739 97
Hire of cars.....	1,191 29
Total.....	*\$51,103 73
Land receipts, net, Minnesota and Dakota divisions, from October 1st, 1875, to July 31st, 1877, and of Pacific Division, October 1st, 1875, to August 31st, 1877.....	1,695,671 46
Interest.....	1,973 88
Total.....	\$147,251,212 21

*Net earnings to July 31st, 1877, as stated.....\$351,103 73

Net earnings for August, 1877—

Minnesota Division..... 31,719 03

Dakota Division..... 3,818 51

Pacific Division..... 6,057 20

Total net earnings for the year ending August 31, 1877.....\$392,698 47

GEORGE E. BEEBE, Treasurer.

New York, September 26th, 1877.

The value of merchandise exported from the United States in August, 1877, was \$42,664,668 against \$40,622,706 in August, 1876. The excess of exports over imports in August this year was \$3,410,309, and in 1876 \$5,237,893. The value of the exports for eight months ended 31st August was \$375,450,885 against \$362,871,600 same time last year. The excess of exports over

imports in eight months of 1877 was \$38,942,722 against \$64,537,917 same time in 1876.

Russian Railways.

The aggregate receipts of the Russian Railways for June, 1877, upon 18,737 versts, were 17,986, 032 roubles, as compared with 17,694 versts, and 13,402,730 roubles in June, 1876, showing increases of 1,043 versts and 3,683,302 rs. For the first half of 1877 the total receipts were 81,338,487 rs., against 67,437,790 rs. in 1876, showing 13,900,697 rs. increase. Out of the 54 lines making up the Russian system, 15 only show any diminution in the receipts, the worst decrease being one of 12 per cent on the Don and Volga line. The lines, on the other hand, showing the greatest increases are, the Rostoff and Vladikavkas, 79 per cent; Riga and Bolderaa, 77 per cent; Brest and Grajewo, and the Odessa line, each 75 per cent; Kiev and Brest, 72 per cent; and Duna-burg and Witebsk, 63 per cent. The net increase of the first half of 1877 over that of 1876 is 14 per cent. The figures for the first half of each year since 1872, are:

Half- years.	Length on 30th June, Versts.	Receipts	
		Total. Roubles.	Per Vest. Roubles.
1873	13,911	54,870,680	4,050
1874	15,576	70,129,617	4,562
1875	17,006	69,034,151	4,060
1876	17,694	67,437,790	3,811
1877	18,737	81,338,487	4,345

American District Telegraph.

The annual report of the American District Telegraph Company, submitted on the 9th inst., shows that arrangements have been made for five years with the Western Union Telegraph Company to establish the system in the New England States, as far west as Denver, and as far south as Memphis. One thousand instruments have already been put in operation, the company agreeing to pay an annual royalty on each instrument. The number of messages delivered in this city and vicinity during the past year was 1,513,265; and the total receipts amounted to \$208,983, the expenditures for the same period being \$277,866. The following directors were elected for the current year: Elisha W. Andrews, H. B. Cornell, Townsend Cox, J. M. Foote, H. W. Greenleaf, J. A. Gamewell, H. F. Jenkins, Charles Lamson and J. Hilton Scribner.

American Leather in Germany.

The international exhibition of articles used in leather industry was opened in Berlin on the 8th of September. The United States Consul General at that city sends an interesting report to the Department of State concerning the American display. All Germany, Austria, Hungary, Belgium, Denmark, Holland, Sweden and Norway, Switzerland and the United States were fully represented, England, Italy and Russia but partly. The great feature of the exhibition was two displays, made by American firms, which gave the first opportunity publicly afforded in Germany for the proper appreciation of the skill and perfection which the manufacture of boots and shoes by machinery has attained in the United States, and the fullest and frankest tribute was paid to the ingenuity and enterprise displayed. The interest excited must act most favorably on the introduction of American shoe machinery into Germany. The number of shoe factories now in Germany using American

machinery is forty, with an average daily production of 14,000 pairs. The value of American leather, oak and hemlock tanned is fully recognized in Germany, and if our tanners would give their work a better finish the trade in American leather in that country might be regarded as a permanent and decided success. Of American tools there was a splendid display of all sorts, and the superiority of these tools to all those of the same kind used in Germany was conceded on all sides. The Chairman of the Committee, in his opening speech, referred in warm terms to the progress made in the United States in tanning and shoe machinery, and publicly thanked our manufacturers for the extensive and fine display in the American department.

The first locomotive, platform cars and rolling stock of the Canada Pacific Railway passed Pembina on the 8th inst. for Winnipeg. The stock is intended for construction service on the Pembina branch of the Canadian Pacific Railway, Mr. Whitehead, chief contractor, accompanied the stock.

Herapath says that "the late mob violence, which staggered all admirers of American laws and manners, and which for gross barbarity is unparalleled, certainly deserves the attention of Congress with a view to remedying so great a wrong."

The cab lines running in connection with the New York Elevated Railroad are becoming very popular and profitable, and the number of passengers by them increase each day.

Col. Thomas R. Sharp, Master of Transportation of the Baltimore and Ohio Railroad, has been elected President of the Long Island Railroad.

Mr. Garrett A. Hobart of Passaic, N. J., has been appointed Receiver of the Montclair and Greenwood Lake Railroad Company.

PITTSBURG AND LAKE ERIE RAILROAD. NOTICE TO CONTRACTORS.

Proposals will be received by the undersigned until two o'clock P. M. on Tuesday, October 16th, 1877, at Rochester, Beaver County, Pa., for the Grading and Masonry of Seventy (70) Miles of Railroad of Standard Gauge, extending from Pittsburg, Pa., to Youngstown, Ohio. The work will be divided into sections of about one mile each, and bids will be received for one or more sections. Specifications and profiles may be seen, and further information may be obtained, on and after Tuesday, October 9th, on application to Francis H. Saylor, Engineer, at Rochester, Pa. Proposals should be on blank forms, which will be furnished. The right to reject any bid is reserved.

B. J. McGRANN, Contractor.

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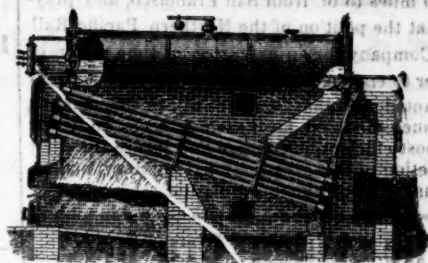


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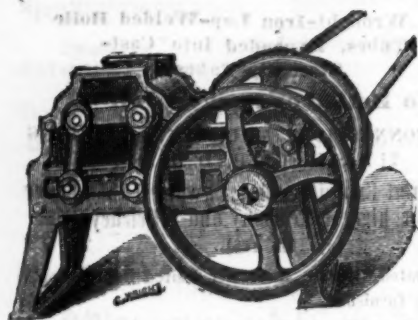
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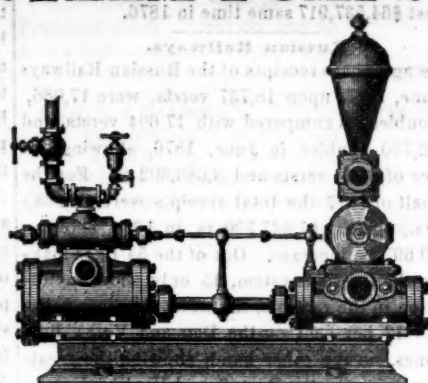
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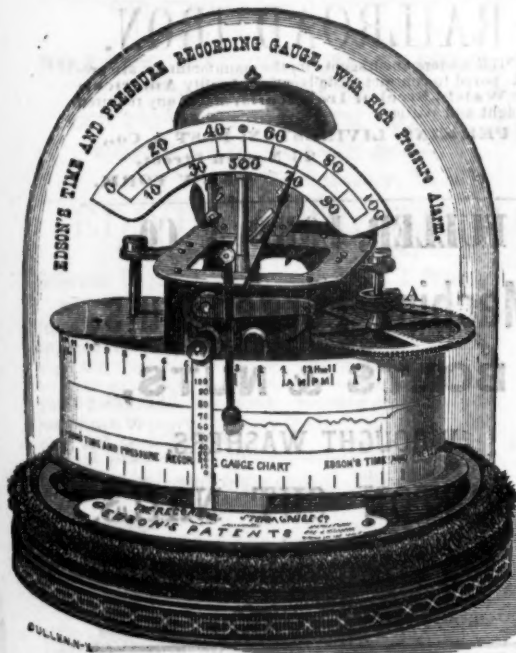
The Coal Trade.

For the week ending the 29th ultimo, the total tonnage, as reported by the several carrying companies, amounted to 404,388 tons, against 508,804 tons in corresponding week last year, a decrease of 108,916 tons. The total amount of anthracite mined for the coal year is 14,398,738 tons, against 12,847,851 for same period last year, an increase of 1,551,887 tons. The quantity of bituminous coal sent to market for the week amounted to 87,595 tons, against 44,418 tons in corresponding week last year, an increase of 43,177 tons. The total amount of anthracite mined for the year is 2,439,970 tons, against 2,563,358 tons for corresponding period last year, a decrease of 123,388 tons. The total tonnage of all kinds of coal for the week is 491,983 tons, against 552,722 tons in corresponding week last year, a decrease of 60,739 tons. The total tonnage of all kinds of coal for the coal year is 16,838,708 tons, against 15,410,709 to same date last year, an increase of 1,421,999 tons. The receipts at Perth Amboy for the week ending on the 29th ultimo were 37,284 tons, the shipments 35,110 tons, leaving a stock on hand of 63,379 tons. The quantity of coal and coke carried over the Pennsylvania Railroad for the third week of September was 114,751 tons, of which 99,457 tons were coal, and 15,294 tons coke. The total carried for the year is 3,271,059 tons, of which 2,623,902 tons were coal and 595,282 tons coke. These figures embrace all the coal carried over the road, east and west.—*Phila. Ledger*, Oct. 8.

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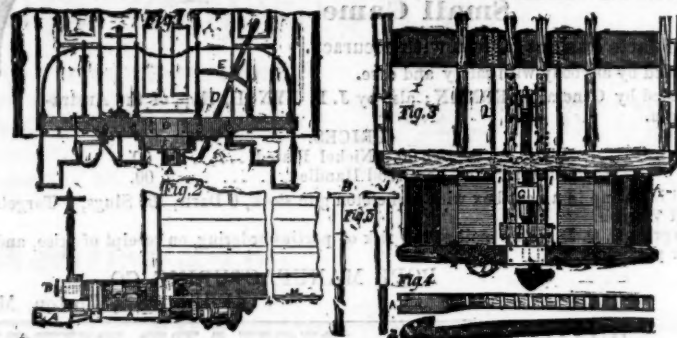
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